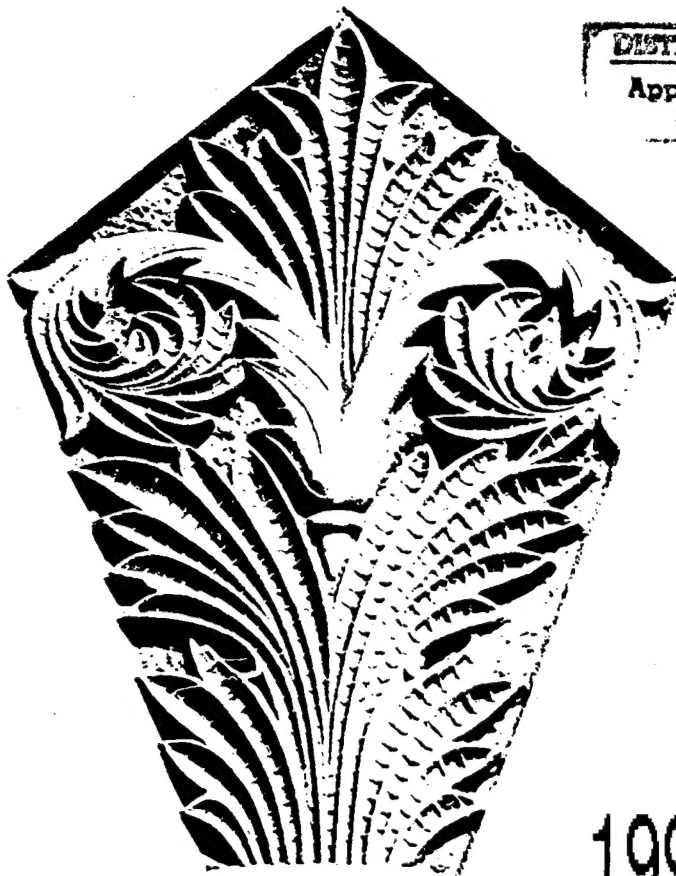


Preliminary Assessment
HISTORIC SITES AND ARCHITECTURE
KANSAS RIVER AND TRIBUTARIES, KANSAS

Principal Investigator
R. Gail White



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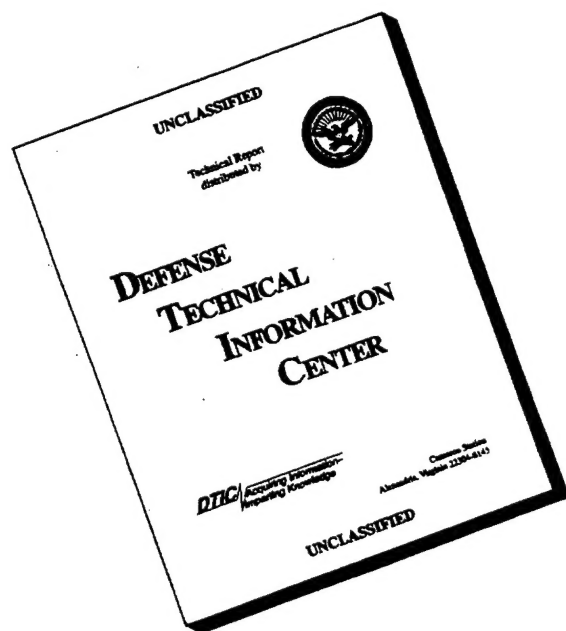
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PRELIMINARY ASSESSMENT

HISTORIC SITES AND ARCHITECTURE
KANSAS RIVER AND TRIBUTARIES, KANSAS

R. Gail White, Principal Investigator
Richard C. Fischer, Research and Report
Preparation Assistant

Prepared For
U.S. Army Corps of Engineers
Kansas City District
Contract No. DACW41-78-M-1152

Fischer-Stein Associates
Carbondale, Illinois

April, 1979

ABSTRACT

A preliminary identification, location and assessment of known historic and architectural resources located within a 1/2 mile corridor on either side of the Kansas River and its major tributaries (Wakarusa, Delaware, Big Blue, Smoky Hill, Saline and Solomon Rivers; and Vermillion and Soldier creeks) is presented. A total of 29 urban zones, 244 buildings, 98 bridges, 11 dams, 3 historical markers and 34 cemeteries of known or potential historical significance were identified within the project right-of-way. Two districts and twenty six structures and sites included in the National Register of Historic Places are located within the project area.

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ACKNOWLEDGMENTS

We wish to extend thanks to the Kansas State Historical Society for the cooperation and aid that was extended to our staff during the course of their research. Without the use of the Society's library facilities and office space, this study would not have been possible. Thanks are also extended to the Kansas City District Corps of Engineers for their aid in coordinating this project.

R. Gail White, as principal investigator, contributed much toward the organization, coordination, research, writing and final editing of this report. Richard C. Fischer is acknowledged for his research, fieldwork and cartographic contributions. Charles E. Orser made significant contributions in the writing of this report and, along with Michael J. McNerney, aided in the editing and finalization of the total effort. Thanks also are extended to Jannette McKinney and Deborah Piquard for their skill and good natured stenographic services. Many other persons have contributed in numerous and less specific ways. Their aid is also acknowledged.

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LIST OF ABBREVIATIONS

BBR	-	Big Blue River	MS	-	Minneapolis
BE	-	Belvue	NC	-	New Cambria
BS	-	Bonner Springs	NTP	-	North Topeka
BT	-	Beloit	OT	-	Ottawa County
BV	-	Beverly	PE	-	Perry
CH	-	Chapman	PO	-	Pottawatomie County
CL	-	Cloud County	R	-	Rural
COE	-	Corps of Engineers	RR	-	Republican River
DE	-	Delphos	RY	-	Riley County
DG	-	Douglas County	SaR	-	Saline River
DK	-	Dickinson County	SB	-	Shady Bend
DO	-	DeSoto	SC	-	Soldier Creek
DR	-	Delaware River	SG	-	Sylvan Grove
EU	-	Eudora	SH	-	Shawnee County
FR	-	Fort Riley	SHR	-	Smoky Hill River
FSA	-	Fischer-Stein Associates	SI	-	Simpson
GE	-	Glen Elder	SO	-	Solomon
GY	-	Geary County	SR	-	Solomon River
HD	-	Historic District	STG	-	St. George
HO	-	Holliday	TC	-	Tescott
JF	-	Jefferson County	TE	-	Tecumseh
KC	-	Kansas City	TP	-	Topeka
KR	-	Kansas River	USGS	-	U.S. Geological Survey
LE	-	Lecompton	VR	-	Verdi
LG	-	Lindsborg	WA	-	Wabaunsee
LN	-	Lincoln	WI	-	Willard
LV	-	Leavenworth	WO	-	Wamego
LW	-	Lawrence	WR	-	Wakarusa River
MN	-	Manhattan	WY	-	Wyandotte County
MQ	-	Marquette	Z	-	Zone

DEFINITIONS

Dog-Trot Dwelling: A structure characterized by two-pens separated by an open aisle or breezeway, but sharing a common roof. The aisle between the two rooms is called the "dog-trot."

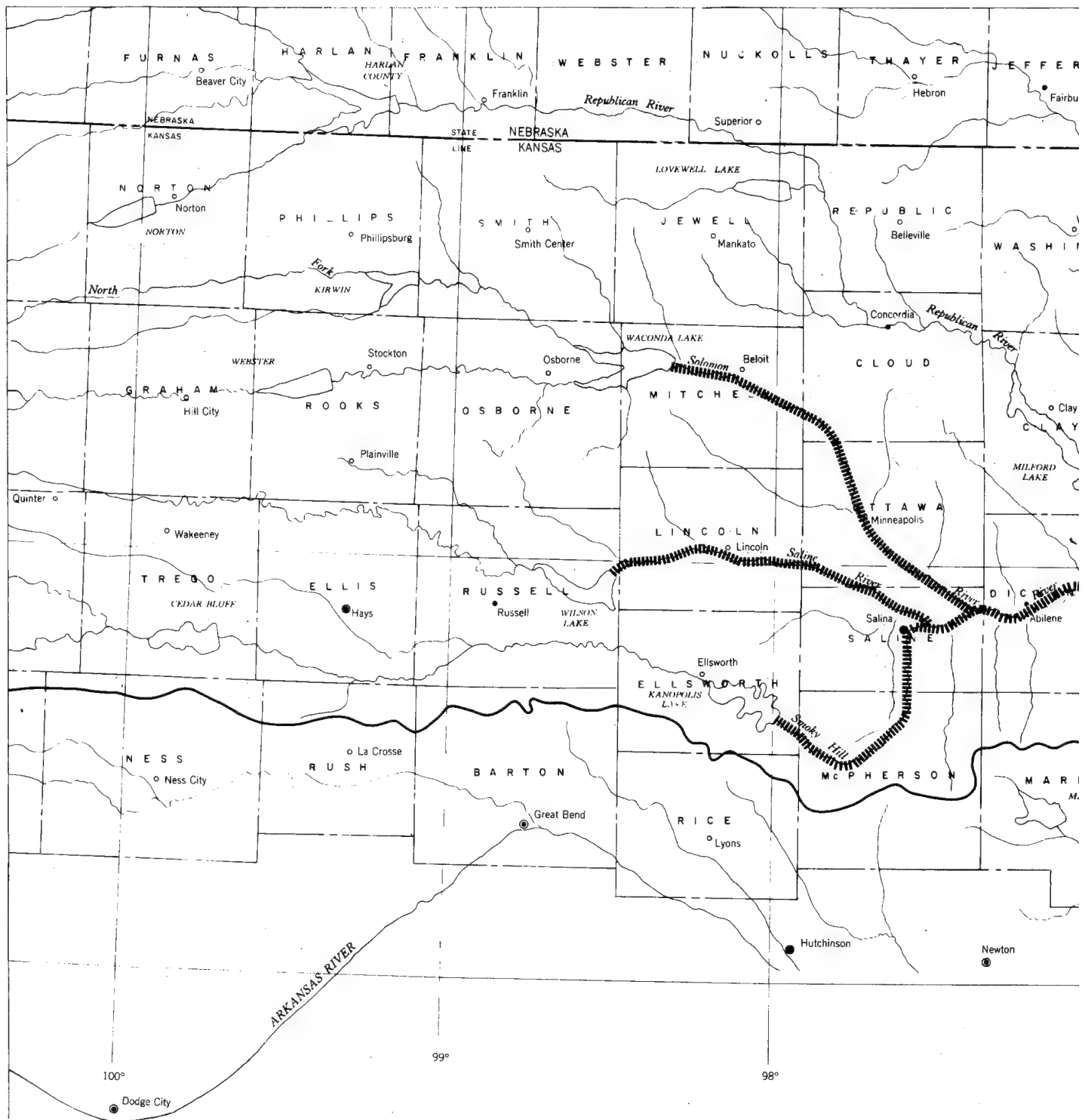
Double-Pen Dwelling: Normally those structures characterized by a plan form two-rooms wide and one-room deep; usually 1 or 1-½ stories high, without a central hallway.

Pen: A unit of living space, or room, in a dwelling.

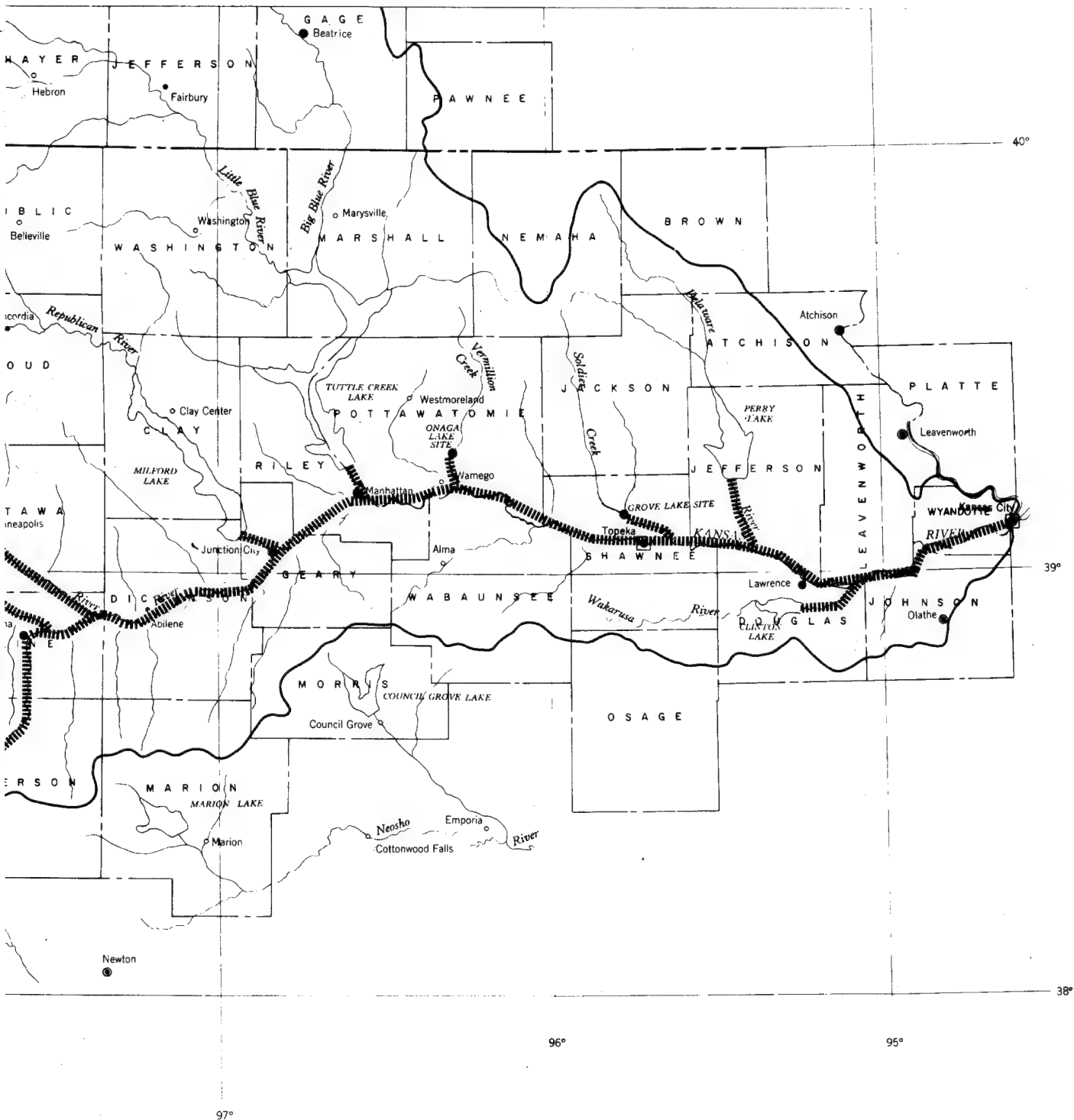
Saddle Bag Dwelling: A structure with two approximately equal sized rooms symmetrically placed on either side of a central chimney. Evolved from a single-pen dwelling by the addition of another single-pen.

Single-Pen Dwelling: A single room structure.

1



2



KANSAS RIVER AND TRIBUTARIES
BANK STABILIZATION STUDY REACHES

CORPS OF ENGINEERS U. S. ARMY
KANSAS CITY DISTRICT
SEPTEMBER 1977

INTRODUCTION

General

This assessment was prepared for the Department of the Army, Corps of Engineers, Kansas City District. The Government is currently engaged in a study of the channel migration and bank erosion on the Kansas River and its major tributaries, downstream from existing major dams.

The work included in this assessment is called for in the National Environmental Policy Act of 1969 (PL 91-190), and the National Historic Preservation Act of 1966 (PL 89-665).

Project Area

The project area is located generally in east-central Kansas. The area being studied is a 1/2-mile corridor on either side of the Kansas River and its major tributaries, the Wakarusa, Delaware, Big Blue, Smoky Hill, Saline and Solomon Rivers, and Vermillion and Soldier Creeks. In each case, the area under consideration extends from the mouth of the river or creek to the first dam or authorized dam site upstream (Map 1).

The project area is within the counties of Mitchell, Lincoln, Ellsworth, Cloud, Ottawa, Saline, McPherson, Dickinson, Geary, Riley, Pottawatomie, Wabaunsee, Shawnee, Jefferson, Douglas, Leavenworth, Wyandotte and Johnson. The towns located within the project right-of-way include Kansas City, Bonner Springs, Edwardsville, DeSoto, Holliday, Eudora, Lawrence, Perry, Lecompton, Tecumseh, Topeka, Willard, Belvue, Wamego, Wabaunsee, St. George, Manhattan, Ft. Riley, Junction City, Chapman, Enterprise, Salina, Bridgeport, Lindsborg, Marquette, New Cambria, Tescott, Beverly, Shady Bend, Lincoln, Sylvan Grove, Solomon, Minneapolis, Delphos, Simpson, Beloit, and Glen Elder.

Scope of Work

The scope of work for this project consists of a preliminary identification, location and assessment of known historic and architectural resources in the project area outlined above. The identification of historic sites and structures is to be accomplished by a literature and records search.

METHODOLOGY

Two types of investigative procedures were used in the preparation of this assessment - archival research and field observation. Although the scope of work called for only a preliminary literature and records search for known sites and structures, the researchers felt that a drive-through of the area was necessary in order to better understand the project area, gain an impression of the historical potential of the area, and make practical recommendations for subsequent surveys.

The archival research included a thorough check of known surveys and published historical materials. The Kansas Statewide Historic Inventory was examined for any known historic sites or structures within the project right-of-way. A thorough search of all their records was made, with the exception of those recent site files which at that time had not been edited or catalogued. The holdings of the Kansas State Historical Library were reviewed, including published and unpublished state, county and local histories, newspaper clippings, historical society journals and historical atlases. Basic topical searches were made of these sources for such categories as mills, missions, bridges, railroads, forts, trails, etc. The sources reviewed are included in the bibliography of this report. The information gleaned from them was used in writing the general history and architectural development portions of this report, and to locate additional historic sites or structures. In many cases, the sites "discovered" in this manner were already documented in the Statewide Inventory. In others, locational data was insufficient to plot the sites on the project maps.

Other studies reviewed for this historic sites and structures include the Corps of Engineers River Navigability Studies, the Historic American Engineering Records survey of bridges and industrial structures between Topeka and Kansas City, and other previously completed cultural resources assessments. The sites and structures documented in the above sources have been noted on standardized data forms which are included in Part II, a separate appendix to this report. These forms will be maintained on file at the Kansas City District Corps of Engineers office, and the Kansas State Historical Society, Topeka, Kansas, for future reference.

One of the best means of identifying potentially significant cultural resources is by first-hand observation. It was for this reason that a drive-through of the urban areas within the project right-of-way was carried out. As this portion of the research was above and beyond the scope of work, the windshield survey was limited to identifying zones of potential historic/architectural significance in the urban areas located within the project right-of-way. A survey data form, like those used for known sites and structures, was

completed for each town included in the windshield survey. No attempt was made to either map or record individual structures within the zones of potential significance, as this will be accomplished through subsequent inventories. Zones of potential significance were assigned a Fischer-Stein Associates (FSA) field number, delineated on project area maps, and a priority rating for subsequent detailed inventorying was assigned. The data forms are included with those known sites and structures in Part II, and the zones are indicated on the project maps.

Information provided on the data forms is only as complete as the sources of information. In some cases, descriptions of sites or structures, locational data, or other information was sketchy, incomplete or nonexistent. No attempt was made to verify information included in other inventories or assessments. The sources of information - e.g., KSHI (Kansas Statewide Historic Inventory), HAER Survey, etc. - are given on each data form. When other reports or assessments are the sources, complete references for the source may be obtained by referring to the bibliography of this report.

In the case of the data forms and the listing of sites and structures in the text, the same organizational pattern has been used. The sites are organized by river, county, and town. That is, the sites within the project area along each river are placed under the division of each river, subdivided by county, and further by specific town within the right-of-way. Individual sites and structures are assigned an FSA number consisting of the town prefix, and a specific site number. For example, site number one in Kansas City is given the number: KC-01. In the data forms and listing of resources, this site would be listed under Kansas River, Wyandotte County, Kansas City.

Zones of potential significance, as determined by the windshield survey, are designated by the town prefix and zone number. For example, the zone of potential significance in Lecompton is assigned the FSA number LE-Z1. Where more than one zone has been indicated, the zones are numbered sequentially.

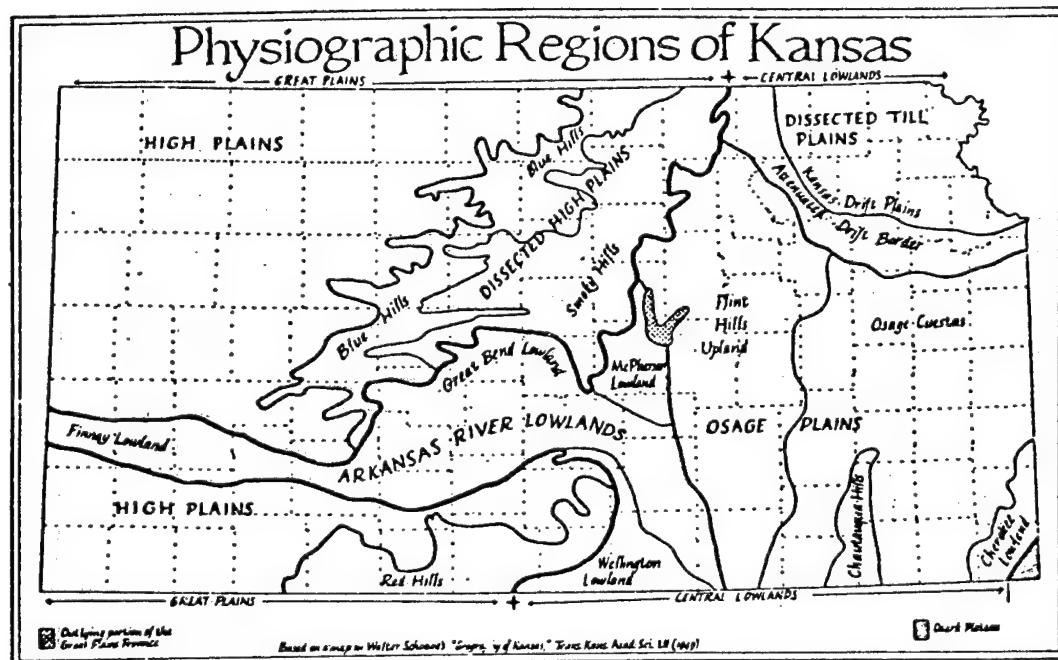
National Register Districts are assigned an FSA number with a town prefix followed by HD-01. For example, the Old West Lawrence Historic District is coded LW-HD-01.

Where known sites or structures are located within the established historic district or zone of potential significance within a town, the range of numbers for the individual sites is given after the district or zone designation. For example, LW-HD-01 (01-38) means that the sites numbered 01 through 38 are located within the historic district of Lawrence. The FSA number is utilized on the data forms, the listing of sites and structures contained in the text, and for mapping the sites on both the USGS and Corps of Engineers maps. Town prefixes used in the FSA number are included in the list of abbreviations.

The maps have been organized by rivers, beginning at the mouth of the river, and proceeding upriver to the terminus of the project area. A key to the symbols used is included on each of the project maps. The project maps are on file at the Kansas City District Corps of Engineers office. Finally, all references in this report to Kansas City should be understood as Kansas City, Kansas, unless otherwise indicated.

PHYSIOGRAPHIC SETTING

Kansas is located within the Interior Plains physiographic division of the central United States. This major zone is composed of the Interior Low Plateau, the Central Lowlands, and the Great Plains provinces. Only the Central Lowlands and the Great Plains provinces are represented in Kansas, with the eastern one-third belonging to the Central Lowlands and the remainder to the Great Plains (Schoewe, 1949: 273-274). A westward extension of the Ozark Plateau is located in extreme southeast Kansas outside the present study area (Self, 1960: 24). In Kansas, the Central Lowlands are divided into the Osage Plains in the south and the Dissected Till Plains in the north by the Kansas River. The Osage Plains are further subdivided into the Cherokee Lowlands, the Chautauqua Hills, the Osage Cuestas, and the Flint Hills Upland (Zornow, 1957:6). The Cherokee Lowlands and the Chautauqua Hills divisions occur only in the southeastern portion of the state and are therefore outside the present project area. Both the Osage Cuestas and the Flint Hills, however, are included within the study region. The physiographic regions of Kansas are shown on Map 2.



The Osage Cuestas occur in the eastern portion of Kansas, south of the Kansas River, with the northern border within the southern half of Johnson and Douglas counties. In general, this land is composed of irregular rows of hills that tend toward steepness on the eastern side and to gently sloping on the west (Self, 1960:27). The Flint Hills section forms a wide band extending north to south from Riley County to the southern state line in Cowley County. The study area counties included in this section are: Riley, Geary, Wabaunsee, Dickinson, and part of Saline. This section, which serves to mark the dividing line between the Central Lowlands and the Great Plains, has been described as the most rugged topography in the state (Self, 1960:29).

The Dissected Till Plains are divided into the Kansas Drift Plains and the Attenuated Drift Border. The Kansas Drift Plains includes portions of the following project counties: Wyandotte, Leavenworth, Jefferson, and Pottawatomie, and encompass the Big Blue River. The Attenuated Drift Border lands include portions of Wyandotte, Johnson, Douglas, Shawnee, Wabaunsee, and Riley counties. In these regions the topography is gently undulating with wide valleys and smooth, broad major drainage areas (Zornow, 1957:7).

The Great Plains Province is composed of High Plains and the Dissected High Plains sections divided by the east to west running Arkansas Lowland extension of the Central Lowland Province (Schoewe, 1949:300, 302). The Dissected High Plains is subdivided into the Smoky Hills and the Blue Hills sections. The project area counties included in the Smoky Hills division are: Cloud, Ottawa, Saline, Lincoln and Ellsworth. In general, this zone is a broad, hilly strip crossed by the Republican, Solomon, Saline, and Smoky Hill Rivers (Zornow, 1957:8). Mitchell County is the only county in the study area included within the Blue Hill section. This region is composed of two dissected cuestas and the topography ranges from flat to rolling (Schoewe, 1949:310-311). None of the areas under present consideration occur within the High Plains or the Arkansas River Lowlands.

In terms of this report, several areas in Kansas are geologically important. The use of stone, both in the early and late periods of settlement is one of the more interesting technological and artistic developments in Kansas. The stone structures throughout Kansas reflect locally available deposits native to each area.

In the North Flint Hills area, several varieties of limestone, largely from the Peruvian Epoch, were used during the 19th century in a variety of building types, and stone finishes (coursed, uncoursed, rubble walling; smooth faced, pitched-face cut and beveled corners.) This area includes Dickinson and Riley counties (Farzier, 1976:4).

The Smoky Hills area in north central Kansas has several Cretaceous deposits of varying hardness. These sandstones, limestone and shales were used extensively for building purposes. Particularly notable from this area is the "ironstone," a workable, rich brown, iron-oxide sandstone (Frazier, 1976:8). This area encompasses part of

Dickinson, Ellsworth, McPherson and Saline counties.

One of the most interesting uses of native stone in Kansas occurred in the Post Rock Upland area. The Post Rock area falls roughly at the interface between the Smoky Hills and the Blue Hills divisions of the Dissected High Plains physiographic area. This region extends in a southeasterly direction from the northern state line to Hodgeman County, including Cloud, Ottawa, Ellsworth, Lincoln, and Mitchell counties (Muilenburg and Swineford, 1975). The post rock is a limestone marked by a dark red streak or "iron stain" (Limonite) and belongs to the Dakota formation. The uniqueness of this limestone is its natural strata which is of a convenient thickness for quarrying and building purposes. Use of this stone was developed in the 1870's. Extensive use was made of "split" post rock, which provided a natural finished masonry unit suitable for use in buildings, bridges and fence posts (Frazier, 1976:7){Plates 1, A-B; 2, A-B}.

The Kansas River system is composed of the Kansas (or Kaw) River, the Smoky Hill River, and the Republican River. The Kansas River is named for the Kansas Indians who lived near its mouth, and one of the earliest references to it is that by Antonio de Herrera y. Tordesillas, historiographer to the King of Spain (Root, 1934:251). The Kansas River flows west to east covering 169 miles from its mouth to Junction City (Schoewe, 1951:276-277). Of the total drainage basin of 61,440 square miles, 34,526 are in Kansas (Zornow, 1957:9). Seven major tributaries enter the Kansas River. Five of these, the Big Blue, the Vermillion, Soldier Creek, the Delaware, and Stranger Creek, enter from the north, while only Mill Creek and the Wakarusa River enter from the south.

The Smoky Hill River has been considered the westward extension of the Kansas River (Schoewe, 1951:285). One source notes that this river acquired its name from the prominent isolated buttes which could be seen from a great distance through a smoke-like atmosphere (Mead, 1903:215). This river is approximately 450 miles long from its source to where it joins the Republican River to form the Kansas River. Its two largest tributaries are the Saline River and the Solomon River. According to the Emporia Daily News (July 23, 1883), the Solomon River is named for a Rocky Mountain trapper who was earlier lost or robbed by Indians there.

The Saline River takes its name from its salinity (Mead 1903:215). The total drainage area of the Smoky Hill River is 20,480 square miles, 3,310 of which drain to the Saline River and 6,880 to the Solomon River. The Saline is 225 miles long, while the Solomon is about 300 miles long (Zornow, 1957:10-11).

The Republican River, which is named for the Republican Pawnee, is in Nebraska; its Kansas mileage from the state line to its junction with the Smoky Hill is approximately 150 miles. Its principal Kansas tributaries are White Rock Creek and Buffalo Creek.

HISTORICAL SUMMARY

Early Inhabitants

American Indian groups have great antiquity in Kansas (Wedel, 1959) and during the post-contact period the state was principally inhabited by four groups: The Kansas, the Osage, the Pawnee and the Wichita. Bourgmund, in his Description de la Louisiane of 1717, carefully notes the location of the Indian groups he discovered on the Missouri River (Villiers, 1925:60-64). At the time of his contact, the Kansas, or Kaw, occupied land near the mouth of the river named for them. Directly south of them were the more populous Osage. Both groups probably migrated from the East in prehistoric times and were both of the Siouian linguistic family. The historic Pawnee ranged in area south from the Platte River into the valleys of the Republican, the Solomon, and the Smoky Hill rivers, and numbered approximately 25,000 at the time of historic contact. The Wichita were located south and east of the Great Bend in the Arkansas River. Like the Pawnee, the Wichita were Caddoan-speaking horticulturalists (D. Davis, 1976:13-14). The Comanche, principally a southwestern group which relied heavily upon the horse, roamed incessantly on the plains (often with the Apache) claiming portions of western Kansas, Oklahoma, northern Texas, and eastern Colorado as their hunting territories (Wedel, 1959:24-25).

Early Exploration: 1541-1840's

The first recorded European travel in Kansas is that of the Coronado expedition of 1541. Coronado left Pecos in the spring of that year in search of the legendary Seven Cities of Cibola and the mythical land of Quivira (Whittemore, 1936:13). Coronado was guided by two captive plains Indians whose homes were northeast of Pecos, and who were familiar with the region the party was to traverse (Wedel, 1959:20). In July of 1541, Coronado entered the province of Quivira where he stayed for about one month. While it is generally accepted that Quivira was in present Kansas, the exact location is questionable. Wedel (1959:21) believes that it was either Rice or McPherson counties, while Whittemore (1936:22) notes that J. V. Bower, after he had walked the route in 1896, was convinced that Quivira was near present-day Junction City. Zornow (1957:22), on the other hand, offers the opinion that Coronado did not push further north than Lindsborg in northern McPherson county. Following Coronado's initial exploration, a number of other Spaniards conducted authorized and unauthorized expeditions into the Quivira province. In 1601, Don Juan de Onate entered Kansas and confirmed Coronado's opinion that the region was potentially important to New Spain and encouraged the founding of Santa Fe. When the Spanish did not locate the large cities of gold and riches they expected, they no longer led major expeditions into the territory and lost interest in it. Later, the French developed an interest in the region and led small intermittent expeditions into the area in search,

not only of precious metals, but also of fur-bearing animals and trade with the area's Indian populations. During the eighteenth century, a number of Frenchmen, including du Tisé, the Mallets, and Bourgmond, traveled into what is now Kansas. Bourgmond organized expeditions which went far up the Kansas, Smoky Hill and Saline rivers in 1774 (Villiers, 1925:105-113). In 1739, Paul and Pierre Mallet became the first white men to trade overland from Missouri River trading posts to maintain good relations and provide protection for the Kansas Indians. This fort was located in present Leavenworth County on the Missouri River fourteen miles above the mouth of the Kansas River (Hoffhaus, 1964).

The French-Spanish rivalry that developed was later resolved with an alliance against the British in 1761 (Zornow, 1957:30). With the end of the Seven Years' War, Louis XV ceded the Louisiana Territory to Spain as compensation for her military assistance. This land was later secretly re-ceded to Napoleon's France by Charles IV of Spain (Zornow, 1957:33).

Perhaps the best-known traders of this period were Pierre and Auguste Chouteau, Manuel Lisa and Pierre Menard (Shoup, 1910:65). While St. Louis was the largest western fur trade post at this time, many smaller fur posts were also established. The oldest trading post in the present study area was that of the Chouteau Brothers in Wyandotte County near the present site of Bonner Springs. This post was re-established in 1827 near Turner, Kansas after the first was destroyed by flood (Harrington, 1935:11, 24). In 1819, Cantonment Martin was established on Isle au Vache in the Missouri River, and another important post, Fort Leavenworth, was constructed in 1827 (Whittemore, 1936:21).

In 1803 the Louisiana Territory was purchased by the United States from France for fifteen million dollars (Zornow, 1957:34). The famous explorations of Lewis and Clark (1804-05), Pike (1806), Long (1819-20), and Fowler (1821) opened the West to the United States. It was Long's opinion, however, that the "Great American Desert" (including Kansas) would serve as a great deterrent to westward expansion (D. Davis, 1976:25). On March 26, 1804 the Territory of Orleans was created within the Louisiana Territory encompassing the purchase lands east of the Mississippi River, and in 1812, the Territory of Missouri was created. In 1834, all the land not included within the 1821 boundaries of Missouri, including Kansas, was titled "Indian Country" (Zornow, 1957:41-42).

Settlement

Indian Relocation

With American settlement west of the Appalachians, it was necessary for the U.S. government to find a solution to Indian/white conflicts. The solution chosen was Indian relocation. The idea

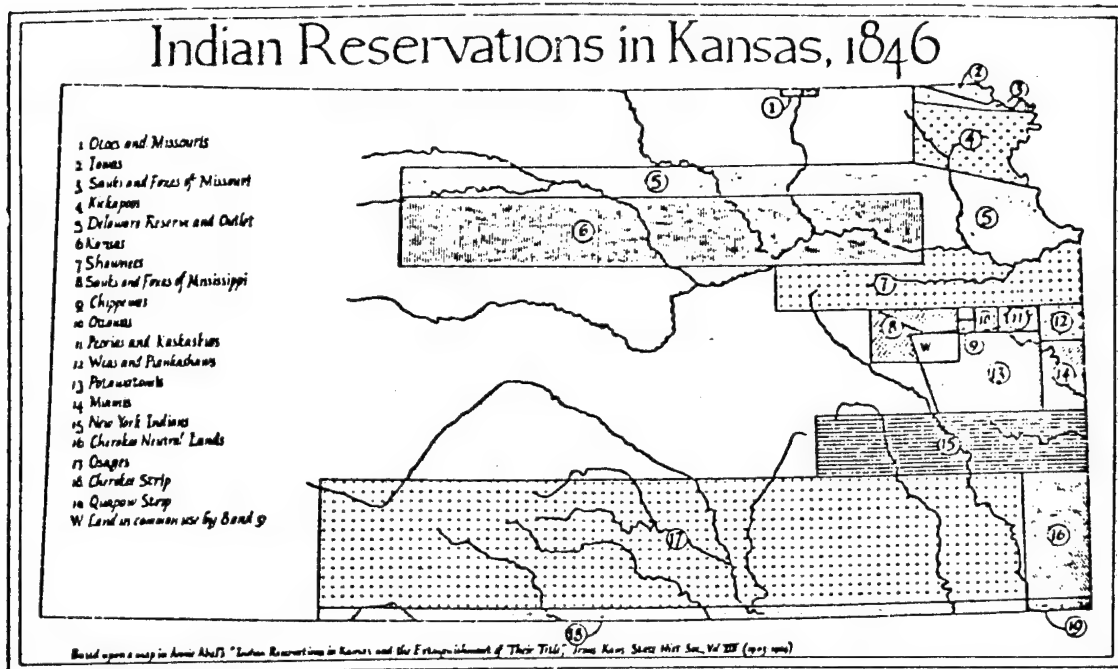
behind relocation was that the eastern Indians displaced by advancing American settlement would be settled in lands sparsely occupied by American whites. Obviously the region chosen was west of the Mississippi River. In 1825, treaties were negotiated between the federal government and the Kansas and Osage Indians for cession of their lands in Kansas. Eastern Indians who later came into Kansas include: the Shawnee, Delaware, Chippewa, Wyandot, Pottawatomie, Miami, Kickapoo, Ottawa, Sac and Iowa (D. Davis, 1976:29). By 1846, the Delaware, Kansas, and Shawnee Indians were settled on reservations within the area of current study largely along the Kansas River and its tributaries (Map 3) (Zornow, 1957:48). In 1854, an agreement between the government and the Shawnee and Delaware opened two million acres of their reservation to white settlement (Chambers and Tompkins, 1979:19). By the summer of 1864, a full-scale Indian war developed in reaction to the decrease in buffalo, settler encroachment on Indian lands, and increased white travel through the Indians' land due to the discovery of gold further west (D. Davis, 1976:101). As a result, a number of military posts were established throughout Kansas. The importance of Forts Cantonment Martin (1819), Leavenworth (1827), Riley (1853), Larned (1859), Zarah (1864), Harker (1864), Hays (1865), Dodge (1865), and Wallace (1865) to the American settlement of the West cannot be overlooked. Map 4 indicates the locations of these early forts. By the 1870's, much of the former Indian land in Kansas was ceded to the United States.

Indian Missions and Schools

During the nineteenth century, a number of Indian missions were established in Kansas. Perhaps the first mission was the short-lived Presbyterian one among the Osage on the Neosho River in 1824 (Shoup, 1910:67). In 1830, Rev. Thomas Johnson established the first Shawnee Methodist Mission near Chouteau's trading post near present Turner (Harrington, 1935:47). A Shawnee Baptist Mission, located a few miles southwest of the mouth of the Kansas River in Johnson County, was opened in 1831. This early mission later became a stopping point for travelers on the Oregon and Santa Fe trails. In 1839, this mission moved and the Shawnee Indian Manual Labor school, the first Indian vocational school, was established in Johnson County (D. Davis, 1976:29). A Kickapoo mission was begun in 1836, a Pottawatomie Baptist Mission 1848, and a Jesuit mission (St. Mary's Mission) was established in 1848 (Whittemore, 1936:43-44). These missions which intended to provide a "better life" to the Indian through Americanization, actually led to his destruction, because many American settlers were drawn to the settled mission areas (D. Davis, 1976:30).

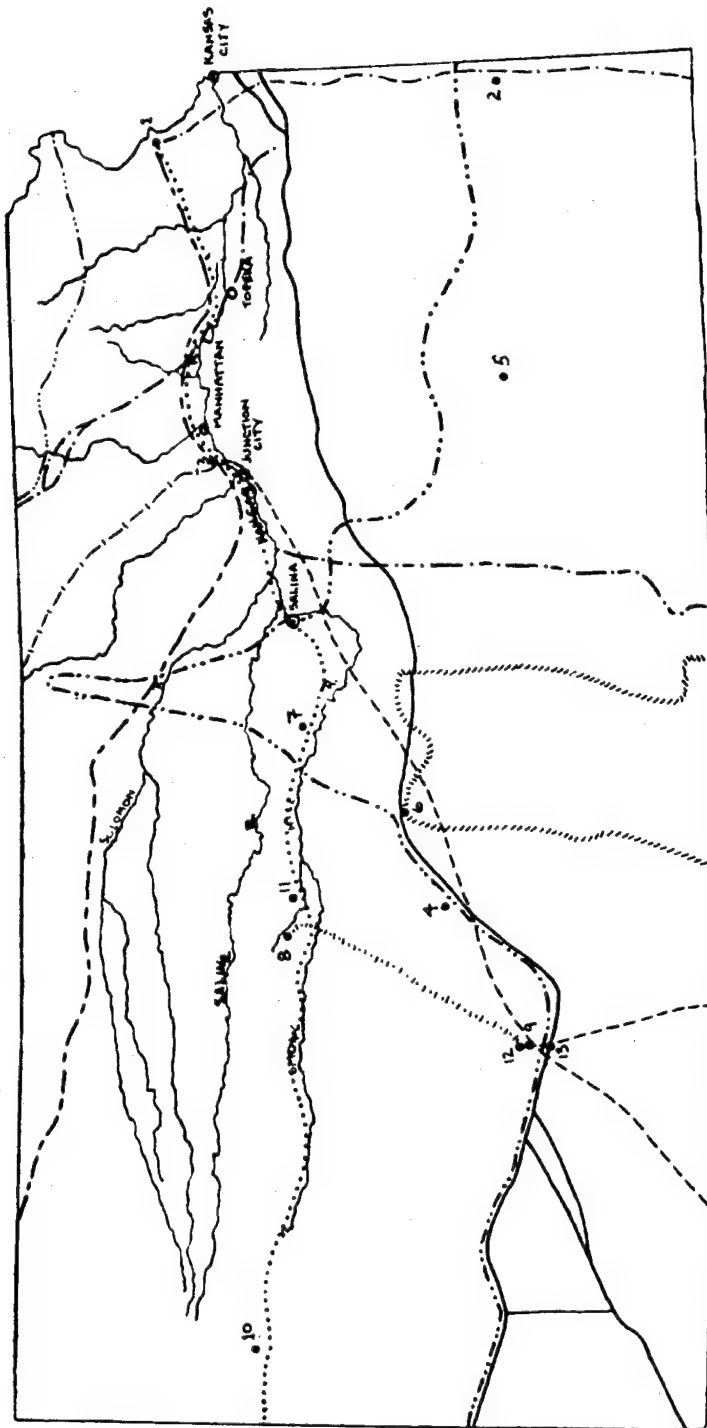
Historical Trails

As early as 1793, Pedro Vial traversed portions of what later became the Santa Fe Trail (Zornow, 1957:32), and in 1821 Captain William Becknell took the first pack train of goods from Franklin, Missouri to Santa Fe (D. Davis, 1976:32). This endeavor was so



Map 3: Indian Reservations in Kansas, 1846
 From Zornow, 1957

1. Otoes and Missouris
2. Iowas
3. Sauks and Foxes of Missouri
4. Kickapoos
5. Delaware Reserve and Outlet
6. Kansas
7. Shawnees
8. Sauks and Foxes of Mississippi
9. Chippewas
10. Ottawas
11. Peorias and Kaskaskias
12. Weas and Piankashaws
13. Potawatomis
14. Miamis
15. New York Indians
16. Cherokee Neutral Lands
17. Osages
18. Cherokee Strip
19. Quapaw Strip
- W Land in common use by 8 and 9



Map 4: Early Trails and Forts in Kansas

-----	Capt. Zebulon Pike's Rte. 1806	-----	Pony Express Trail 1860-61
.....	Butterfield Overland Express 1858-70	-----	Nathaniel Boone's Rte. 1843
-----	Leavenworth-Pike's Peak Express 1859-60	-----	Coronados Rte. 1541
-----	Oregon Trail 1830-70	-----	Chisolm Trail to Abilene 1867-71
-----	Santa Fe Trail 1821-72	-----	Ft. Riley-Ft. Kearny Cavalry Rte. 1853-71
-----	Ft. Leavenworth-Ft. Scott Military Rd. 1836-55	-----	Ft. Dodge-Ft. Hays Military Rte. 1867-80
1 Ft. Leavenworth 1827	5 Ft. Montgomery 1861	9 Ft. Dodge 1865	
2 Ft. Scott 1842	6 Ft. Zarah 1864	10 Ft. Wallace 1865	
3 Ft. Riley 1853	7 Ft. Harker 1864	11 Ft. Fletcher 1865	
4 Ft. Larned 1859	8 Ft. Hays 1865	12 Ft. Mann 1847-50	
		13 Ft. Atkinson 1850-53	

profitable that Becknell soon made a return trip with other merchants. In 1825, the U.S. Congress authorized an official survey of the trail and the marking of its boundaries with stone and earthen mounds. By 1843, the Santa Fe trade equaled \$450,000 a year (Whittemore, 1936: 52, 55). After the Lewis and Clark expedition, interest in the northwest increased and the constant movement of trappers through the lands west of the Mississippi gradually blazed a trail called the Oregon Trail (Zornow, 1957:60). This trail was later transformed by Jedediah Smith in 1830 into a wagon road. Thereafter it was called the Great Salt Lake Trail by the Mormons, the Rocky Mountain Trail by trappers, and after the discovery of gold in California, the army built a network of military roads throughout Kansas (Zornow, 1957:64). One of these, the Military Road, which began as an Indian trail, ran west from Fort Leavenworth to Fort Riley and later on to Fort Kearney in Nebraska and to Fort Laramie in Wyoming (Whittemore, 1936:58). The Butterfield Overland Dispatch, created in 1865, extended from Atchison to Denver by way of the Kansas and Smoky Hill rivers (Zornow, 1957:66). The major trails developed during this period are illustrated in Map 4.

"Bleeding Kansas"

In 1854, the Kansas-Nebraska Act repealing the earlier Missouri Compromise was enacted. This act provided that Kansas and Nebraska had the right to decide the nature of their domestic institutions (Zornow, 1957:67). This, of course, had serious ramifications for the slavery issue. As a result, a great influx of both pro-slavery factions and free-staters rushed into the state bent upon making Kansas slave or free. In the main it was the free-staters who desired Union statehood. In 1855, the so-called "Wakarusa War" was spurred by the murder of one Charles M. Dow, a free-stater, by Franklin M. Coleman, who was pro-slavery. A free-stater was arrested but later liberated by friends. In retaliation the pro-slavery sheriff, Samuel J. Jones, asked for militia support. Because the territorial militia was largely unorganized, armed Missourians, who felt it was their duty to vindicate the pro-slavery cause, marched on Lawrence (Zornow, 1957:71-72). On May 21, 1856 it was sacked by a pro-slavery faction led by Sheriff Jones. During this attack, the Free State Hotel, the Herald of Freedom office, and the Kansas Free State office were destroyed (Zornow, 1957:73). In retaliation, John Brown murdered five men on Pottawatomie Creek. This act, in effect, served to signal a full-scale border war between the free-staters and the pro-slavers in Missouri. Even though pro-slavery factions attempted to close the Missouri River to northern settlers, more northerners reached the troubled area than southerners (Garwood, 1948:40). The free-state movement slowly acquired weapons, money, and members with the influx of anti-slavery settlers from New England. This culminated in 1859 with the ratification, by a two to one margin, of a constitution prohibiting slavery. According to one researcher, "Kansas suffered more directly, more extensively from Slave power aggressions than any other northern state" (D. Davis, 1976:87).

Early Transportation and Communication

River Travel

The first official survey of the Kansas River was begun in 1853 following the construction of Fort Riley (Zornow, 1957:10). Keelboats were used on the Kansas River for transport of freight because of their very shallow drafts of only two feet. Shallow draft vessels were eagerly sought during this period (Petsche, 1974:5). The first steamboat to go up the Kansas River to Fort Riley was the Excel in 1854. Due to the shallowness of the river, steamboating never proved very profitable in Kansas (Weichman and Studevant, 1977:91). After a time the growing railroad companies persuaded the state legislature to declare the Kansas River unnavigable and sought the construction of dams and railroad bridges in the channel in 1864 (Morgan, 1911:125).

A number of ferries were constructed across the Kansas River in the nineteenth century. The first was established by Moses Grinter in 1831 (Whittemore, 1936:71). Out of the 400 licensed ferries in Kansas, 103 were operated on the Kansas River. Ferries were established later by Louis Pappan at Topeka, and by Francis J. Marshall at Marysville. These ferries were instrumental in transporting travelers on the Oregon Trail.

One of the first bridges across the Kansas River was opened on May 1, 1858 at Topeka (Whittemore, 1936:75-75), and the oldest bridge spanning the Missouri River is the Atchison Railroad Bridge at Atchison, built in 1875. After construction of the Hannibal bridge, the population of Kansas City increased as at least 260,000 settlers passed through the city in 1869 (Garwood, 1948:123).

Railroads

As noted above, railroads became important in Kansas and assisted in the demise of river travel. As early as 1855, the Leavenworth, Pawnee, and Western (L.P. & W.) was chartered by the state. The Union Pacific acquired the stock of the L. P. & W. and began construction of a western line near Kansas City in September of 1863 (Riegel, 1926:112). Upon knowledge that the Hannibal bridge would be built, a number of different railroads developed plans to route traffic in that direction (Garwood, 1948:122). The Kansas Pacific Railroad was also begun in 1863 (Whittemore, 1936:64) and the Union Pacific line between Wyandotte and Lawrence opened in January of 1864 (Riegel, 1936:113). The signing of a bill by President Lincoln in 1863 authorized the land for the construction of the Atchison, Topeka, and Santa Fe (A.T. & S.F.) (Whittemore, 1936:64). It was not until 1868 that this construction was begun, but by 1873 the track reached Granada, Colorado (Riegel, 1926:117). Sizable towns grew up where railroad construction halted for the winter, but with the arrival of spring, and renewed construction activity, these towns were largely abandoned. With the opening of the A. T. & S. F., transportation of goods across the Santa Fe Trail was radically reduced.

In large measure, the success of the A. T. & S. F. is attributed to the increase in the cattle business in Oklahoma and Texas. This is due to the fact that the railroad crossed the north/south cattle trails further south than its nearest competitor (Riegel, 1926:118). "Cow towns" such as Abilene, Wichita and Dodge City developed where the cattle trails from the south intersected the A. T. & S. F. line.

Communication

The firm of Russell, Major and Waddell after establishing an outfitting base at Fort Leavenworth, proceeded to build a vast network of wagon trails to all the forts in the West, a transport system along the Santa Fe Trail, a central overland stage line from Atchison to San Francisco, and the Pony Express (Whittemore, 1936:58). A government contract for the carrying of semi-weekly mails over land to California was signed in 1857 with the Butterfield Overland Mail Company (D. Davis, 1976:75). The Leavenworth & Pike's Peak Express Company was organized in 1859. This line carried a great number of passengers and a large amount of Missouri's mail through Kansas. This route was 687 miles long and went, by way of Fort Riley, to Denver via the Smoky Hill River (Zornow, 1957:65). The initially exciting Pony Express, which was developed in 1860, was a commercial disaster due to the competition of the transcontinental telegraph (D. Davis, 1976:77).

Kansas During the Civil War

Kansas was admitted to the Union on January 24, 1861 as the 34th state with Charles L. Robinson as governor (Zornow, 1957:119). During the Civil War, Kansas sent more soldiers to the Union Army in proportion to its population than any other state (D. Davis, 1976:82). While major military engagements did not occur in Kansas, numerous guerilla activities were conducted there. Guerilla activity, such as that carried on by William Clarke Quantrill (a Kansan), was the principal reason for Kansas City's commercial decline during the war (Garwood, 1948:49). In 1863, Quantrill and a guerilla force of about 450 destroyed much of Lawrence killing more than 150 people (D. Davis, 1976:83-84). During this period, many of the blacks fleeing to Kansas were recruited into the First Regiment of Kansas Colored Volunteers. Even though the commerce of Kansas City was on the decline, in general there was economic growth as farmers learned and developed techniques for cultivating the plains (Zornow, 1957:122).

Later Settlement and Immigration

In general, most early settlers to Kansas came from the region reaching from Missouri and Iowa to the eastern seaboard. Today's Kansas population results largely from post-Civil War immigration and colonizing. Foreigners were attracted by the Homestead Law of 1862 and by railroad companies' advertisements of low transportation and freight rates (Whittemore, 1936:103). Scandinavian immigration brought many Swedes, Danes and Norwegians to central Kansas with Salina as the

major commercial distribution point. In 1868, three Illinois-based Scandinavian companies encouraged the settlement of Kansas (Muilenburg and Swineford, 1975:17-18). Soon, Scandinavian colonies developed along the Solomon, Republican, and Blue rivers. Large colonies of Bohemians also arrived and settled large areas of Marshall County. One of the first Welsh settlements was located twenty miles north of Junction City (Zornow, 1957:177-178). Of all the groups to emigrate to Kansas, none was more numerous or influential than the Germans (Zornow, 1957:180-181). The Pennsylvania Dutch, largely Bavarian Mennonites, emigrated to Kansas in the late 1871's. One group which arrived in Abilene in 1878-1879 contained the grandfather of future President Dwight D. Eisenhower (D. Davis, 1976:115-116). The mass colonization of Germans did not begin until the 1870's. Many of these came from Russia where they had emigrated earlier after an agreement with Catherine II guaranteeing religious freedom, rights to build schools and churches, limited tax exemption and permanent military deferment. When Czar Alexander II declared all Russian subjects eligible for conscription in 1874, large numbers of Germans immigrated to the United States and Kansas (Zornow, 1957:181). Numbers of Poles, Yugoslavs, Hungarians, and Austrians also entered Kansas in the 1870's and 1880's. In addition, a number of religious groups including Quakers, River Brethern, German Baptists, Mennonites and Mormons settled in Kansas. The Mennonites are particularly important and their influence cannot be overemphasized. One Mennonite, Bernard Warkentin, is credited with bringing the revolutionary Turkey Red winter wheat to Kansas. The introduction of this strain of wheat shifted Kansas' wheat production from soft to hard grain (Zornow, 1957:185). In addition to the European secular and religious immigration, in 1878-1880 an influx of approximately 30,000 blacks entered Kansas from the South (D. Davis, 1976:117). At this time, the only all black community in Kansas was Nicodemus on the south fork at the Solomon River (Whittemore, 1936:113). In 1879, the Freedman's Relief Association was formed to assist black refugees from the South (Zornow, 1957:187).

Early Twentieth Century

The period of the late nineteenth and early twentieth century was marked by a number of political standoffs, and, like the rest of the country, Kansas politicians were concerned with prohibition, women's suffrage, and the rise of the populist movement. Since 1900, the number of aliens in Kansas has declined, and before 1910 no towns in the West were classified as urban centers (Zornow, 1957:105-106). In 1929, the state legislature allotted funds for the construction of 10,000 miles of state highways. In this manner, then, the population and importance of Kansas grew.

The historical chronology (Appendix A) gives key dates in the history of Kansas. Appendix B is an outline of county and local history for the eighteen counties located within the project right-of-way.

ARCHITECTURAL/ENGINEERING DEVELOPMENT

Introduction

The combination of environmental conditions, locally available natural resources, and available technology often result in architectural or structural patterns unique to particular environments. Man's attempts from the 1820's to the 1870's at settling the areas known physiographically as the Central Lowlands and the Great Plains, produced a folk architectural heritage peculiar to the region. This heritage, too, is reflective of the social, environmental and technological influences of the period. However, later development, corresponding roughly to the period from the mid-1870's to the turn of the century, produced an architectural heritage more closely related to the influences of the older and more established eastern states. Even during this period, though, certain regional influences on the architecture of Kansas may be observed.

The underlying significance of folk, or vernacular architecture is that it represents the creative achievements of the early settlers in providing a reasonable balance between their everyday needs and an uncompromising natural environment. The significance of the later architecture of the area is more easily recognized, as it relates more directly to established and accepted national styles or trends.

Pioneer Expansion: 1821-1870's

The pioneers and early settlers of the region now known as Kansas found a variety of environmental conditions to adapt to and natural resources to exploit. Those who settled along the northeastern border of Kansas found timber and stone to use in building their homes. Their initial houses were of log or stone. In other cases, temporary tent-like houses built of poles thatched with grass were quickly built. These were known as "hay houses" and were utilized only as temporary shelter while a more permanent structure was being prepared. The first church services in Lawrence were reportedly held in a hay house (WPA, 1949:153). Also utilized as temporary shelters were stone caves which provided early settlers a place to spend the winter while constructing a more respectable dwelling (Frazier, 1976:1).

Pioneers to the treeless plains found no stone, and only scrubby willow and cottonwood trees along the shallow streams. The only material available to them was the earth itself from which they fashioned sod houses, or "soddies." The "soddy" was a box-like, squat structure built with heavy slabs of topsoil held together by the root system of growing buffalo grass. The sod covered roofs were pitched low, with only enough slope to shed water. Although "soddies" and sod covered dugouts were used initially as a means of providing temporary shelter, they became very common throughout western Kansas and were utilized as late as 1938 (WPA, 1949:153).

Log structures built by the early pioneers provided a more familiar dwelling, since log structures were commonly used in the older and more established eastern and southern states - home for many of the pioneer settlers. The log dwellings built in Kansas were of the same basic types as those used in the East and uplands South, that is, one-and two-story single-pen, double-pen and dog-trot dwellings (see Definitions, p. v). Hand hewn logs were interlocked by half dove-tail and dovetail corner notches. Vertical siding in the gables and cedar shingles for the roofing material were also common. Although few records of log structures within the project right-of-way were found, others in the vicinity of the project area have been noted by Frazier, et al. (1976:4). These include a dog-trot cabin (1857) east of Junction City in Geary County and a log cabin (ca. 1850) at Manhattan. Additionally, a single-pen log structure (LG-Z1) has been relocated adjacent to the Smoky Valley Roller Mill in Lindsborg, and is within the project right-of-way. It is likely that log structures were built within the project right-of-way.

Stone, where available and when time permitted, was utilized by the early settlers to build simple one-room houses. The early stone structures of Kansas tended to be straightforward and unadorned. Plan forms were simple and rectangular in shape; coursed, uncoursed and especially irregularly coursed rubble stone was used; stylistic ornamentation was minimal. Some stone structures of this type - such as the church at the corner of Peoria and Third Streets in DeSoto, a small one-story stone house adjacent to the railroad tracks at the north end of Lecompton, and a small one and one-half-story dwelling located in the northwest corner of Tell and 5th Streets in Enterprise (Plate 3, A) - were observed during the drive through. Stone barns and outbuildings were observed on the farmstead at the end of Spruce Street in Junction City, in the Sylvan Grove vicinity, and on Highway 24 at the entrance to Glen Elder (Plate 3, B). Although these latter two examples are located outside the project right-of-way, it is possible that other similar but unrecorded stone farm structures are located within one-half mile of the Kansas River and its tributaries.

While the early pioneer/settlers were building these simple and often austere structures, the older more established eastern and southern states were erecting private and public buildings in the prevailing styles of the period. The Greek Revival and Gothic Revival styles which commonly were used in the eastern United States from about 1820 to 1860 were among the more popular. The two principal reasons for the simplicity of early Kansas architecture are first, the rigors of pioneer life on the plains, and second, the lack of skilled craftsmen, sawmills and brickyards. Considering the conditions of early life on the plains, the construction of even a simple structure placed serious labor and materials restrictions and demands on the owner, who frequently was also the builder. Thus, it was not a lack of appreciation or a disdain for the prevailing eastern style, but the pioneers response to the challenge of adapting to a new environment that produced the vernacular architecture of early Kansas.

The architectural resources of this period also may be considered milestones in the westward movement of the frontier. As a result of Stephen H. Long's 1819-20 Yellowstone Expedition, the plains had acquired the unsavory image of The Great American Desert - a designation which was to be overcome only by a great deal of flamboyant advertising, offering plenty of land and opportunity for development.

The missions and military forts established in Kansas are among the earliest settlements and architectural resources which remain from the pioneer expansion period. The earliest military installations in Kansas include Cantonment Martin (1819), and Fort Leavenworth (1827) {Whittemore, 1936:21}. The only fort within the project right-of-way, however, is Fort Riley, established in 1853. Fort Riley, named for Major General Bennett Riley, Commander of the first military escort over the Santa Fe Trail, served as home and headquarters for General George A. Custer (Whittemore, 1936:25). The fort is significant architecturally, as well as historically. Many of the buildings on the post are built of local limestone and reflect the stylistic influences of the period during which they were built. The homogeneity and architectural interest of the buildings on the main post area, plus the fort's historic significance, have resulted in the main post area being declared a historic district on the National Register of Historic Places.

In summary, the architectural resources of this early settlement period reflect the effort of pioneers/settlers, religious groups, and the federal government to open up the plains for settlement and development. This period served to set the stage for the flood of immigrants which would occur after 1874.

Settlement: 1874-1893

After approximately 1874, the architecture of Kansas is more abundant and stylistically more closely associated with the popularized styles being used in the east. These changes were due to increased immigration to Kansas and technological advancements during the 1860's and 70's.

The Homestead Act (1862) and the Timber Culture Act (1873) were two of the key laws promoting immigration. By the Homestead Act, a homesteader was entitled to 160 acres of land if the land was improved for five years and the fee for ownership filed. By the amendment of 1873, a homesteader also could claim the adjacent 160 acres, as long as ten acres of forest improvements were made and ownership filed within ten years. These incentives enticed settlers from the Lake States, New England, the South, Mexico and northern European countries to begin settling on the plains in the 1870's (Frazier, 1976:2). Wind-powered water pumps and barbed wire fencing became commercially available in 1873 and 1874 respectively, and greatly facilitated homesteading in Kansas.

The railroads were particularly significant in the early development of Kansas. The federal land grants which were awarded to the railroad companies, who subsequently sponsored large programs of colonization along their right-of-ways, prompted an increase in immigration. These railroad companies, who offered large tracts of land at reasonable prices and free transportation for immigrants and their belongings, also indirectly affected the architecture of Kansas during the 1870's. For the first time in Kansas, it became possible to receive prefabricated, portable houses shipped by rail from factories in the east to the Kansas frontier. These portable houses were simple structures consisting of a framework on which wide planks were nailed, strips sealing the cracks, and a plank roof covered with tar paper. The portable house was a utilitarian shelter used by both settlers (while proving their homestead claims) and by get-rich-quick merchants who capitalized on boom towns (WPA, 1949:154). The portable house was used only temporarily and replaced by more suitable structures when possible.

The railroad companies also promoted settlement along their right-of-ways by occasionally agreeing to build housing for immigrating groups. In 1873, the Atchison, Topeka and Santa Fe Railroad Company offered to sell a large tract of land, provide transportation of people and goods and build housing for a Mennonite congregation located in Nebraska. By contract, the railroad company was required to build two temporary immigrant houses at the site chosen by the congregation. Each house was to be 200 feet long, 18 feet wide, and 8 feet high, and provided with a separate kitchen/shed 18 feet by 24 feet. The houses were to be finished in plain wood, with a shingle roof and a tight floor, six windows on each side, two doors on each side and two on each end (Boese, personal correspondence). Although the site chosen by the Mennonites (present day Goessel, Kansas) is outside the project right-of-way, replicas of the original housing built by the railroad company have been built in The Mennonite Heritage Complex.

The appearance of the formal styles in Kansas reflected the improved living conditions, social stability and economic viability of the plains between the 1870's and the early 1900's. In direct contrast to the earlier, simply styled and unadorned architecture of Kansas were the elaborate houses built after the Italianate, Italian villa, Second Empire (Plate 4, A) and Queen Anne styles. Examples of these types of houses are found in both large and small towns throughout Kansas. During this same time period, the use of cast-iron store fronts became possible and popular as a means of achieving an elaborate, dressed-up store front. Foundries published catalogues from which stock cast-iron fronts and architectural elements could be ordered. The use of cast-iron fronts provided an opportunity for store owners to present a good "face" without great cost or specialized craftsmen.

Modern Development: 1890's-1930's

Public buildings and large-scale civic structures tended more towards the Richardsonian Romanesque and Neo-Classic styles. Traveling salesmen went throughout Kansas selling standard courthouse designs of the Richardsonian Romanesque style to county commissioners (WPA, 1949:155). The Riley County Courthouse, Manhattan, is a good example of this style. By the 1910's-20's, the Neo-Classic style was generally favored as the style for public architecture, as in the Wyandotte County Courthouse at Kansas City.

Amidst all the high styles which became popular in Kansas during the late 1800's and early 1900's, many houses and farm buildings continued to be built along simpler lines. In most cases, trained designers were not involved and frequently the owner/occupant was also the builder. Among the more common forms of vernacular architecture observed during the windshield survey portion of this project were: one- and two-story square-plan houses, with truncated hip roofs (Plate 4, B); one and one-half story square-plan houses, with intersecting gable roofs; two-story linear or "I" type houses, with gable roofs and symmetrically placed windows and doors in the front facade; and one-, and one- and one-half and two-story houses with irregularly shaped plan forms, either unadorned or with gothic or eastlake ornamented porches. Houses of these types were built in both urban and rural areas of Kansas. As the windshield survey was confined to the urban areas and was for the purpose of identifying districts or zones of potential architectural significance, no attempt has been made to categorize types of vernacular farm buildings.

By the late 1920's and 1930's, the architecture of Kansas, as in most of the country, was tending towards simpler and less adorned styles. The prairie style was exerting some influence and the bungalow style was the common one used for houses of the time. The simple, one-story, rectangular plan form with a low profile became ubiquitous throughout Kansas and the entire country.

Mills

Because the milling industry has played such a key role in the economic life of Kansas, perhaps a brief review of mills as historic and architectural resources would be appropriate.

Early mills in Kansas were usually built in connection with sawmills and located on small streams in order to utilize available water power (Fitz, 1910:53). These mills, normally equipped with one or two run of buhrstones and a hexagonal reel, ground more corn than wheat in the beginning. Tolls for grinding grain took the form of a portion of the grain ($1/8$ to $1/2$ of the grain ground), or a fee per bushel (25¢ to 35¢ per bushel). The "merchant" mills, which bought grain and sold flour and grain by-products, was a twentieth-century invention (Fitz, 1910:54).

The earliest recorded grist and sawmill was a water-powered one built in Wyandotte by Matthias Splitlog, a Wyandot Indian, in 1852 (Fitz, 1910:54). In 1858, John McAlpine and James Washington erected the first steam flour and sawmill in Wyandotte County (Fitz, 1910:54). The location of this mill, however, is unknown. In 1859, Lewis Puderaugh reportedly built the Ozawkie Mill and contracted with the federal government to grind grain for the Delaware Indians, whose trail crossed the Delaware River at that point (Whittemore, 1936:187).

The Emigrant Aid Company assisted greatly in developing the Kansas milling industry by locating mills at Lawrence, Topeka, Manhattan, Osawatomie, Burlington, Wabaunsee, Atchison, Batcheller (Milford) and Cloflia (Mapleton). All were steam operated and all, except the one at Atchison, were primarily sawmills. Grist mills were established in connection with those at Osawatomie, Manhattan, Wabaunsee, and Milford (Whittemore, 1936:95).

A significant technological development in the Kansas milling process can be attributed to a Mr. C. Hoffman, who was one of the earliest millers in Kansas to use rollers instead of buhrstones. Hoffman, who had replaced the buhrs in his mill at Enterprise with rollers, built a new mill in 1881. He used multi-level rollers to produce a high grade flour, which soon forced all Kansas mills to install rollers (Fitz, 1910:57-8). Hoffman's flour was of such a high quality that it was exported out of state to other domestic markets, and even to Antwerp, Belgium in 1882 (Fitz, 1910:58).

The 1860 census of the Kansas Territory showed thirty-six flour and grist mills. Within the next decade, this number almost trebled and by 1876, 330 mills were reported (Fitz, 1910:59). By 1910, the number of mills in Kansas had decreased to 255, and the leading milling centers included Kansas City, Topeka, Salina and Enterprise (Fitz, 1910:59). The largest mills at the turn of the century were the Rex Mill, built by St. Louis Millers in Kansas City, Kansas, and the Crosby Mill in Topeka (Sterling, 1941:53-4).

The Smokey Valley Roller Mill in Lindsborg (LG-03) is considered the best surviving example of the water-powered mills once common in Kansas (KSHI). The present three-story brick structure was built in 1898 by Theodore Teichberger (Bruce, 1974:9).

The Old Dutch Windmill (WO-06) at Wamego was originally located on the Ed Regnier farm. It was moved to Wamego in 1925 (West, 1961:n.p.). A similar windmill was built one mile west of Lawrence in 1863, by a Swede named Palm, and one John H. Wilder. The mill, partially finished at the time, was destroyed when Quantrill raided Lawrence during the Civil War. The mill was reconstructed, however, in 1864 and was used continuously as a flour and feed mill (BLI, 1901:173).

Appendix C is a summary of early mills in the project right-of-way. Locational data is insufficient in most cases for mapping purposes. Although many of these mills may have been destroyed, others may be extant.

Future surveys should be alert for and consider these and other early mill sites.

Several mills of the late 1800's to early 1900's period which are located in Kansas City and Topeka have been recorded by the Historic American Engineering Record and are located on the project maps filed with the Corps of Engineers office. Data forms on recorded mills are included in Part II.

Bridges

The appreciation of bridges as cultural resources is a relatively recent phenomenon. Although wooden and covered bridges have been objects of nostalgia and preservation, it is only within approximately the past decade that iron and steel bridges have been documented.

The bridges of the late nineteenth and early twentieth centuries are basically iron and steel derivations of earlier wooden bridges. They were often built by specialized bridge companies who prefabricated them and then erected them in both rural and urban settings (Comp, 1977:1). Except where they have been replaced by modern concrete and steel deck truss bridges, it is the iron and steel bridges of the late 1800's to early 1900's which may be most readily observed.

A total of 97 bridges are presented in this report, representing those recorded by the Historic American Engineering Record (HAER, 1978), Bucher and Willis (1975 a, b, c, d) and the Kansas Highway Commission (1976). Although the reports by Bucher and Willis (1975 a, b, c, d) are comprehensive in locating bridges across the Smokey Hill, Solomon, Saline, Big Blue, Republican and Delaware River, descriptions of the individual structures are insufficient to permit categorization by types of structural systems. The HAER (1978) inventory, though limited to the Kansas and Wakarusa Rivers, between Topeka and Kansas City, does provide valuable historical information for categorizing the early bridges of east-central Kansas. The HAER inventory documents fifteen pre-1930 bridges within the project right-of-way. The structural systems of these bridges are of the Pratt, Warren, Parker, Camelback and Baltimore truss types. The Pratt and Warren trusses date from the 1840's and are the two most common truss types in America. The basic Pratt truss is characterized by its vertical compression members, and its diagonal tension members. The vertical posts are normally of two heavy channel beams joined by riveted bracing, and the diagonal ties are thin eyebars. The basic Warren truss is characterized by its simple straightforward design which has diagonal members alternately placed in either tension or compression. Occasionally vertical members are used to stiffen the triangular web system. These two truss types were the basis for other truss systems developed during the latter half of the nineteenth and early twentieth centuries (Comp, 1977:3).

In 1885, Tecumseh secured the first charter for a company to bridge the Kansas River. The rights granted to the Kaw River Bridge Company extended to within five miles of Topeka. Sources disagree on

the first bridge to actually span the Kansas River. Whittemore (1936: 73) maintains that the first bridge across the Kaw was at Topeka. The bridge, completed in May, 1958, was destroyed by flood in July of that same year. A subsequent pontoon bridge built in 1865 and destroyed in July, 1969 was replaced by an iron bridge and later by a steel and concrete bridge (Whittemore, 1936:114-15).

An article in the Kansas City Star (1/4/1908), however, credits Aaron T. Long with building the first bridge over the Kansas River. Built in 1858, this was a toll bridge which carried all traffic in and out of Wyandotte County.

The oldest bridge recorded by the HAER (1978) survey spans the Kansas River, 1.48 miles south of the mouth of the Kansas River between the Central Avenue bridge and the Union Pacific Kansas River bridge. The oldest part, built in 1901, consists of three-steel Pratt through trusses. That is, the bridge consists of three spans of Pratt trusses, with the traffic load being carried by the lower level of the trusses. The bridge was lengthened and raised in two subsequent remodelings (HAER, 1978).

Bridges built from the mid-1800's to the early 1900's are particularly vulnerable cultural resources, as increased traffic volumes and loading conditions have frequently resulted in their replacement, rather than repair. However, they are important cultural resources for understanding the development of both industrial technology and transportation systems of an area.

SUMMARY OF SITES AND STRUCTURES WITHIN THE PROJECT RIGHT-OF-WAY

Introduction

Table 1 (beginning on page 27) is a summary of known sites and structures. The historical resources listed there represent those which have been previously recorded by other researchers, as well as those potentially significant urban zones identified during the project drive-through. For a description of each site or structure, the reader is referred to the data forms (Part II). For locations of each site, the USGS or Corps of Engineers maps should be consulted. Map sheet numbers are given in columns four and five of Table 1. An asterisk denotes a site or structure listed in the National Register of Historic Places.

Summary of Sites and Structures

A total of 419 zones of potential significance, buildings, bridges, dams, historical markers and cemeteries are included in this preliminary assessment. A detailed breakdown is as follows: 29 zones of potential significance, 244 buildings, 98 bridges, 11 dams, 3 historical markers, and 34 cemeteries. These resources are all located within the one-mile wide project corridor. As may be expected, the greatest concentrations of recorded sites and structures occur in the urban areas, and especially in Kansas City, Lawrence and Topeka.

Two National Register historic districts - the Old West Lawrence Historic District and the Main Post Area of Fort Riley - are included within the project right-of-way. Twenty-six structures listed in this study are included in the National Register sites in both Table 1 and on the data forms (Part II).

Bridges and cemeteries constitute the majority of known sites in the rural areas. As no catalogue of cemeteries was located in our literature search, the USGS and Corps of Engineers maps were used as the main sources of information for the location of cemeteries. Data forms were not completed for cemeteries, except the Huron Cemetery, a National Register site in Kansas City, due to the lack of information. Cemeteries within the right-of-way are, however, listed in Table 1 and located on the USGS and COE project maps.

Preliminary Assessment of Significance

Those districts and individual properties within the project right-of-way which are included in the National Register of Historic Places are obviously significant. However, only the following National Register sites are located in the flood plain: part of the Old West Lawrence Historic District and isolated sites in Lawrence; those sites in Topeka and North Topeka; part of the Ft. Riley Main Post Area;

Dickinson Community High School; and the Smoky Valley Roller Mill and Swedish Pavillion in Lindsborg.

The bridges and buildings recorded by the Historic American Engineering Record (1978) have been deemed of sufficient historic significance to merit their detailed documentation by that agency. Many of these bridges and industrial structures are located within the flood plain of the Kansas River. The HAER inventory is limited, however, to that part of the Kansas River between Topeka and Kansas City.

No information pertaining to bridges over the Kansas River between Topeka and Junction City, or over Vermillion and Soldier Creeks, was located. Although it is likely that there may be bridges of significance in that area, no statement concerning their significance can be made at this time.

The balance of the major tributaries of the Kansas River included in this project were inventoried by Bucher and Willis (1975 a,b,c,d) for obstructions to river navigability. Those bridges which were included in their reports and pre-date 1930 are the ones included in this assessment as being potentially significant. Construction dates for these bridges are, in many cases, approximate, and descriptions of individual structures are too insufficient for making an assessment of significance at this time. No descriptions of dams or buildings are provided in the Bucher and Willis studies. Many of the dams, however, are noted as "old mill dam." Because of the possibility that some of these dams and shoreline structures are associated with early mills or industrial installations, they have been included in this study. Available information, however, is insufficient for making an assessment of significance of these structures at this time.

The bulk of sites and structures in this preliminary assessment is comprised of those resources included in the Kansas Statewide Historic Inventory (KSHI). Most of the sites recorded by the KSHI appear to be of local or state significance. Accuracy and consistency within the statewide inventory does vary, however. Because of this variation, each site or structure will require individual attention, and in many cases, additional research to determine significance.

TABLE 1

KNOWN HISTORIC SITES AND STRUCTURES
KANSAS RIVER AND TRIBUTARIES

<u>FSA NO.</u>	<u>SITE</u>	<u>LOCATION</u>	<u>USGS MAP</u>	<u>COE SHEET NO.</u>
KANSAS RIVER - WYANDOTTE COUNTY				
Rural				
WY-R-01*	Grinter House	1420 S. 78th St.	KR3-24	KR-2
WY-R-02	Log Cabin on Miller Farm	8210 Kaw Drive	KR3-24	KR-2
WY-R-03	Historical Marker	K-18 - 78th St.	KR3-24	KR-2
WY-R-04	Riverview Cemetery	T12S, R23E, Sec. 6	KR4-24	KR-2
Kansas City				
KC-Z1	Kansas City Potential Zone (01-05, 07, 08)	-	KR1-24	KR-1
KC-01	St. Mary's Church	5th & Ann St.	KR1-24	KR-1
KC-02	Cruise & Scroggs House	720 N. 4th St.	KR1-24	KR-1
KC-03	Church of the Holy Family	6th & Ohio	KR1-24	KR-1
KC-04*	Huron Cemetery	Minnesota Ave.	KR1-24	KR-1
KC-05	Holy Trinity Russian Orthodox Church	557 Lowell Ave.	KR1-24	KR-1
KC-06	Union Pacific 7th St. Station	7th St. Viaduct	KR2-24	KR-1
KC-07	St. John the Baptist Church	4th & Barnett	KR1-24	KR-1
KC-08	Strawberry Hill District	-	KR1-24	KR-1
KC-Z2	Kansas City Potential Zone	-	KR2-24	KR-1
KC-Z3	Kansas City Potential Zone (KC-09)	-	KR2-24	KR-1
KC-09*	Sauer Castle	945 Shawnee Drive	KR2-24	KR-1

*National Register Site/Structure

<u>FSA NO.</u>	<u>SITE</u>	<u>LOCATION</u>	<u>USGS MAP</u>	<u>COE SHEET NO.</u>
KANSAS RIVER - WYANDOTTE COUNTY (Cont'd)				
Kansas City (Cont'd)				
KC-10	Historical Marker	Minnesota Ave.	KR1-24	KR-1
KC-11	Hinde-Dauche Paper Company	625 Adams St.	KR1-24	KR-1
KC-12	U.S. Cold Storage Company	300 S. 3rd St.	KR1-24	KR-1
KC-13	Wilson Packing Co.	Adams & Osage St.	KR1-24	KR-1
KC-14	Kansas City Stockyards	1600 Genesee	KR1-24	KR-1
KC-15	K. C. Metropolitan R. R. (Car barn)	18 S. Ewing St.	KR1-24	KR-1
KC-16	Midwest Ice & Cold Storage Co.	1101 S. 5th St.	KR1-24	KR-1
KC-17	Moore-Lowry Flour Mills, Inc.	60 Silver Ave.	KR1-24	KR-1
KC-18	Swift and Co.	Adams & Berger St.	KR1-24	KR-1
KC-19	Southwestern Milling Co.	560 S. 18th	KR2-24	KR-1
KC-20	Peet Brothers Manufacturing Co./Copra Ref.	17th & Kansas Ave.	KR2-24	KR-1
KC-21	Proctor & Gamble Co.	2120 Kansas Ave.	KR2-24	KR-1
KC-22	West Kansas Ave. Bridge	T11S, R25E, Sec.20	KR2-24	KR-1
KC-23	12th St. Bridge	T11S, R25E, Sec.21	KR2-24	KR-1
KC-24	Railways Ice Co.	26th & Bayard St.	KR2-24	KR-1
KC-25	Kansas City Structural Steel	2100 Metropolitan Ave.	KR2-24	KR-1
KC-26	Sante Fe Shops - Argentine Yards, Roundhouse, etc.	Argentine Blvd. & Water Street	KR2-24	KR-1
KC-27	Powerhouse, A.T. & S.F. R.R.	Argentine Blvd. & Water Street	KR2-24	KR-1
KC-28	Santa Fe Shops - Argentine Yards	4415 Kansas Ave.	KR2-24	KR-1
KC-29	C.R.I. & R. R.R. Bridge	N. of E. Kansas Ave. Bridge	KR1-24	KR-1
KC-30	Union Pacific R.R. Kansas River Bridge	S. of Mo. Pacific Bridge	KR1-24	KR-1

<u>FSA NO.</u>	<u>SITE</u>	<u>LOCATION</u>	<u>USGS MAPS</u>	<u>COE SHEET NO.</u>
KANSAS RIVER - WYANDOTTE COUNTY (Cont'd)				
Kansas City (Cont'd)				
KC-31	Missouri Pacific R.R., Kansas R. Bridge	N. of U.P. Bridge	KR1-24	KR-1
KC-32	Central Street Station	Central Ave. below viaduct	KR1-24	KR-1
KC-33	Peet Brothers Manufacturing Co.	17th & Kansas Ave.	KR2-24	KR-1
KC-34	Meyer Kornblum Packing Co.	304 Central Ave.	KR1-24	KR-1
KC-35	Central Ave. Bridge	Central Ave. over Kansas R.	KR1-24	KR-1
KC-36	E. Kansas Ave. Bridge	Kansas Ave. over Kansas R.	KR1-24	KR-1
KC-37	Missouri Pacific R.R. Bridge #1	.25 mile from Kansas R. mouth	KR1-24	KR-1
KC-38	Cudahy Packing Plant	Kansas & Railroad Street	KR1-24	KR-1
KC-39	Meyers Sanitary Milk Co.	438 Barnett Ave.	KR1-24	KR-1
KC-40	West Side Manu- facturing Works (Peerless Manu- facturing Co.)	1001 N. 3rd St.	KR1-24	KR-1
KC-41	Westside Foundry	1501 N. 3rd St.	KR1-24	KR-1
KC-42	Wyandotte Cty. Gas Co.	1400 N. 2nd St.	KR1-24	KR-1
KC-43	J. R. Kelley Cooperage (Matthews Ma- chine Shop)	85 Shawnee Ave.	KR1-24	KR-1
KC-44	James Street Bridge	James St. over Kansas R.	KR1-24	KR-1
KC-45	De Coursey Pure Milk Co.	650 Northrup Ave.	KR1-24	KR-1
KC-46	Kansas City Packing Co.	30 N. 2nd St.	KR1-24	KR-1
KC-47	K. C. Public Service Co. Substation V	53 Central Ave.	KR1-24	KR-1

<u>FSA NO.</u>	<u>SITE</u>	<u>LOCATION</u>	<u>USGS MAP</u>	<u>COE SHEET NO.</u>
KANSAS RIVER - WYANDOTTE COUNTY (Cont'd)				
Kansas City (Cont'd)				
KC-48	Mauer-Neurer Packing Co.	24-30 S. 1st St.	KR1-24	KR-1
KC-49	K. C. Southern R.R. Bridge	.84 miles from Kansas R. mouth	KR1-24	KR-1
KC-50	K. C. Terminal R.R. Bridge	T11S, R25E, Sec.23	KR1-24	KR-1
KC-51	George W. Kaiser Packing Co.	81-87 N. 1st St.	KR1-24	KR-1
KC-52	U.S. Packing Co.	31 S. 2nd St.	KR1-24	KR-1
Bonner Springs				
BS-Z1	Bonner Springs Potential Zone	-	KR4-24	KR-2
JOHNSON COUNTY				
Holliday				
HO-Z1	Holliday Potential Zone	-	KR3-24	KR-2
DeSoto				
DO-Z1	DeSoto Potential Zone	-	KR5-24	KR-3
LEAVENWORTH COUNTY				
Rural				
LV-R-01	Chance Cemetery	T12S, R22E, Sec.18	KR6-24	KR-3
LV-R-02	Mt. Sidney Cemetery	T12S, R21E, Sec.13	KR6-24	KR-3
LV-R-03	Delaware Cemetery	T12S, R21E, Sec.33	KR7-24	KR-3
LV-R-04	Union Pacific R.R. Bridge	T12S, R21E, Sec.24	KR7-24	KR-3

<u>FSA NO.</u>	<u>SITE</u>	<u>LOCATION</u>	<u>USGS MAP</u>	<u>COE SHEET NO.</u>
KANSAS RIVER - LEAVENWORTH COUNTY (Cont'd)				
Rural				
LV-R-05	Leavenworth Co. Bridge	T12S, R21E, Sec.24	KR7-24	KR-3
JEFFERSON COUNTY				
Rural				
JF-R-03	Oliver House	T11S, R18E, Sec.20	KR11-24	KR-6
DOUGLAS COUNTY				
Rural				
DG-R-01	Stone House	T11S, R18E, Sec.30	KR11-24	KR-6
DG-R-02	Maple Grove	T12S, R20E, Sec.18	KR9-24	KR-4
DG-R-03	Welcher Log Cabin	T12S, R18E, Sec.1	KR11-24	KR-5
DG-R-04	Railroad Depot Site	T11S, R18E, Sec. 34/35	KR11-24	KR-5
DG-R-05	Stone House Ruins	T11S, R18e, Sec.28	KR11-24	KR-5
Lawrence				
HD-01 (01-38)*	Old West Lawrence Historical District	-	KR8-24	KR-4
LW-01*	Seaver House	600 Louisiana	KR8-24	KR-4
LW-02*	Town Manor Apts.	601 Louisiana	KR8-24	KR-4
LW-03*	Johnston House	615 Louisiana	KR8-24	KR-4
LW-04*	Johnson House	638 Louisiana	KR8-24	KR-4
LW-05*	Funk House	701 Louisiana	KR8-24	KR-4
LW-06*	Shumway House	702 Louisiana	KR8-24	KR-4
LW-07*	Albert Henley Residence	713 Louisiana	KR8-24	KR-4
LW-08*	Lewis Residence	723 Louisiana	KR8-24	KR-4
LW-09*	Waggoner House	726 Louisiana	KR8-24	KR-4
LW-10*	Bonner House	731 Louisiana	KR8-24	KR-4
LW-11*	House	743 Louisiana	KR8-24	KR-4

<u>FSA NO.</u>	<u>SITE</u>	<u>LOCATION</u>	<u>USGS MAP</u>	<u>COE SHEET NO.</u>
KANSAS RIVER - DOUGLAS COUNTY (Cont'd)				
Lawrence (Cont'd)				
LW-12*	Wettengill House	620 Indiana	KR8-24	KR-4
LW-13*	Lanning House	633 Indiana	KR8-24	KR-4
LW-14*	Clark House	643 Indiana	KR8-24	KR-4
LW-15*	Vick Residence	704 Indiana	KR8-24	KR-4
LW-16*	House	710 Indiana	KR8-24	KR-4
LW-17*	Van Vleck House	711 Indiana	KR8-24	KR-4
LW-18*	Mahr Residence	724 Indiana	KR8-24	KR-4
LW-19*	Dodds House	734 Indiana	KR8-24	KR-4
LW-20*	Weaver Residence	737 Indiana	KR8-24	KR-4
LW-21*	J. S. McKay House	742 Indiana	KR8-24	KR-4
LW-22*	Hiram Towne/ Fischer House	743 Indiana	KR8-24	KR-4
LW-23*	Anderson House	801 Indiana	KR8-24	KR-4
LW-24*	Kimbrough House	603 Tennessee	KR8-24	KR-4
LW-25*	Dr. Alonzo Fuller House	615 Tennessee	KR8-24	KR-4
LW-26*	Achievement Place For Girls, Inc.	637 Tennessee	KR8-24	KR-4
LW-27*	Penny House	639 Tennessee	KR8-24	KR-4
LW-28*	Tinsdale/Penny House	645 Tennessee	KR8-24	KR-4
LW-29*	Rankin House	801 Tennessee	KR8-24	KR-4
LW-30*	D'Ambra House	600 Ohio	KR8-24	KR-4
LW-31*	Wm. T. Sinclair House	603 Ohio	KR8-24	KR-4
LW-32*	Reed House	615 Ohio	KR8-24	KR-4
LW-33*	Wyatt House	627 Ohio	KR8-24	KR-4
LW-34*	Waid Apts.	717 Ohio	KR8-24	KR-4
LW-35*	Patchen Residence	720 Ohio	KR8-24	KR-4
LW-36*	Wilman House	742 Ohio	KR8-24	KR-4
LW-37*	Bess Stone Activity Center	745 Ohio	KR8-24	KR-4
LW-38*	Ragle House	805 Ohio	KR8-24	KR-4
LW-Z1	Lawrence Potential Zone (39-48; 50-59)	-	KR8-24	KR-4
LW-39	First Baptist Church	801 Kentucky	KR8-24	KR-4
LW-40	House	812 Louisiana	KR8-24	KR-4
LW-41	Cotton Residence	645 Mississippi	KR8-24	KR-4
LW-42	Gunn House	733 Mississippi	KR8-24	KR-4
LW-43	Dowd House	705 Mississippi	KR8-24	KR-4

<u>FSA NO.</u>	<u>SITE</u>	<u>LOCATION</u>	<u>USGS MAP</u>	<u>COE SHEET NO.</u>
KANSAS RIVER - DOUGLAS COUNTY (Cont'd)				
Lawrence (Cont'd)				
LW-44	Gregory House	644 Mississippi	KR8-24	KR-4
LW-45	Masington House	709 Mississippi	KR8-24	KR-4
LW-46	Quakenbush House	725 Mississippi	KR8-24	KR-4
LW-47	Simon House	740 Mississippi	KR8-24	KR-4
LW-48	Round Corner Drug Store	801 Massachusetts	KR8-24	KR-4
LW-49*	Union Pacific Depot	2nd & Maple	KR8-24	KR-4
LW-50	Studebaker/Logan	444 Ohio	KR8-24	KR-4
LW-51	Wail/Horowitz House	505 Ohio	KR8-24	KR-4
LW-52	Holsom/Pippert House	900 Pennsylvania	KR8-24	KR-4
LW-53	Herald of Freedom House	706 Connecticut	KR8-24	KR-4
LW-54	McManness House	504 Louisiana	KR8-24	KR-4
LW-55	Lucy Hobbs Taylor House	809 Vermont	KR8-24	KR-4
LW-56*	Old Lawrence City Library	9th & Vermont St.	KR8-24	KR-4
LW-57*	Eldridge Hotel	7th & Massachusetts	KR8-24	KR-4
LW-58*	Zimmerman House	304 Indiana	KR8-24	KR-4
LW-59	Oak Hill Cemetery	T12S, R20E, Sec.32	KR8-24	KR-4
LW-60	Bowersock Dam & Power Co.	T12S, R20E, Sec.30	KR8-24	KR-4
LW-61	Zephyr Mills a/k/a Bowersock Mill	T12S, R20E, Sec.30	KR8-24	KR-4
LW-62	Consolidated Barbed Wire Co.	Kansas R. at Mass. St.	KR8-24	KR-4
LW-63	Lawrence Paper Co.	Kansas R. At Mass. St.	KR8-24	KR-4
LW-64	Canavan Broom Co.	401 Elm St.	KR8-24	KR-4
LW-65	Griffin Ice Co.	616 Vermont	KR8-24	KR-4
LW-66	Lawrence Water Works	3rd & Indiana St.	KR8-24	KR-4
LW-67	Wilder Bros. Shirt Factory & Custom Laundry	612 New Hampshire	KR8-24	KR-4
LW-Z2	Lawrence Potential District	-	KR8-24	KR-4

<u>FSA NO.</u>	<u>SITE</u>	<u>LOCATION</u>	<u>USGS MAP</u>	<u>COE SHEET NO.</u>
KANSAS RIVER - DOUGLAS COUNTY (Cont'd)				
Lecompton				
LE-Z1 (01-02)	Lecompton Potential Zone	-	KR11-24	KR-5
LE-01*	Lecompton Constitution Hall	Elmore St.	KR11-24	KR-5
LE-02	Old Jail	behind LE-01	KR11-24	KR-5
LE-03*	Lane University	-	KR11-24	KR-5
SHAWNEE COUNTY				
Tecumseh				
TE-Z1	Tecumseh Potential Zone	-	KR12-24	KR-6
TE-01	Strickler House	5623 SE 2nd St.	KR12-24	KR-6
TE-02	Garvey's Retreat	4718 SE U.S. Highway 40	KR12-24	KR-6
TE-03	Historical Marker	T11S, R16E, Sec.36	KR12-24	KR-6
TE-04	Tecumseh Power	T11S, R16E, Sec.31	KR12-24	KR-6
Topeka				
TP-Z1 (01-05, 07-20)	Topeka Potential Zone	-	KR13-24	KR-7
TP-01	Curtis House	905 N. Van Buren	KR13-24	KR-7
TP-02	Commercial Bldg.	826 Kansas Ave.	KR13-24	KR-7
TP-03	Topeka Packing Co.	844 N. Madison	KR13-24	KR-7
TP-04	Scandinavian Hall	218 W. 1st St.	KR13-24	KR-7
TP-05	Wolff Packing Co.	220 N. Quincy	KR13-24	KR-7
TP-06	Topeka Steam Boiler Works	135 Jefferson	KR13-24	KR-7
TP-07	Litho Camera & Printing Co.	335 Jackson St.	KR13-24	KR-7
TP-08	Cozy Homes/ Mother Shirts Ltd.	323 Kansas Ave.	KR13-24	KR-7
TP-09	Commercial Bldg.	313 Kansas Ave.	KR13-24	KR-7

<u>FSA NO.</u>	<u>SITE</u>	<u>LOCATION</u>	<u>USGS MAP</u>	<u>COE SHEET NO.</u>
KANSAS RIVER - SHAWNEE COUNTY (Cont'd)				
Topeka (Cont'd)				
TP-10	Norris House	3025 Lower Silver Lake Road	KR13-24	KR-7
TP-11	Old Third Presby- terian Chruch	321 Hancock St.	KR13-24	KR-7
TP-12	Residences	227 & 229 S. Hancock	KR13-24	KR-7
TP-13	Morrell Packing Plant	220 N. Quincy St.	KR13-24	KR-7
TP-14	Barn	113 S. Tyler St.	KR13-24	KR-7
TP-15*	St. Joseph's Catholic Chruch	235 Van Buren	KR13-24	KR-7
TP-16*	Meade House	124 N. Fillmore	KR13-24	KR-7
TP-17	Gleed/Shelton House	104 Greenwood	KR13-24	KR-7
TP-18	House (Baily House	225 Clay	KR13-24	KR-7
TP-19	City Crematory	205-207 W. Crane	KR13-24	KR-7
TP-20	Kansas Electric Supply	303 Kansas Ave.	KR13-24	KR-7
TP-21	Memorial Park Cemetery	T11S, R15E, Sec.26	KR13-24	KR-7
TP-22	Adams Bros. Salesbook Co.	200 Jackson	KR13-24	KR-7
TP-23	City Electric Light Co.	2nd & Adams (SE)	KR13-24	KR-7
TP-24	Continental Creamery	218 Polk	KR13-24	KR-7
TP-25	Mutual Ice & Cold Storage Co.	200 N. Kansas	KR13-24	KR-7
TP-26	People's Ice & Fuel Co.	115 Jackson	KR13-24	KR-7
TP-27	Santa Fe Freight Office	330 Adams	KR13-24	KR-7
TP-28	Storehouse, Santa Fe Shops	T11S, R16E, Sec.29	KR13-24	KR-7
TP-29	Powerhouse, Santa Fe Shops	T11S, R16E, Sec.32	KR13-24	KR-7
TP-30	Planning Mill, Santa Fe Shops	T11S, R16E, Sec.29	KR13-24	KR-7
TP-31	Pattern Storehouse Santa Fe Shops	Crane & Adams St.	KR13-24	KR-7

<u>FSA NO.</u>	<u>SITE</u>	<u>LOCATION</u>	<u>USGS MAP</u>	<u>COE SHEET NO.</u>
KANSAS RIVER - SHAWNEE COUNTY (Cont'd)				
Topeka (Cont'd)				
TP-32	Paint Shops & Car Erecting Ship, Santa Fe Shops	T11S, R16E, Sec.29	KR13-24	KR-7
TP-33	Machine & Boiler Shop, Santa Fe Shops	Branner & Crane St.	KR13-24	LR-7
TP-34	Brass Foundry, Santa Fe Shops	T11S, R16E, Sec.29	KR13-24	KR-7
TP-35	Blacksmith Shops, Santa Fe Shops	T11S, R16E, Sec.29	KR13-24	KR-7
TP-36	Santa Fe Shops	T11S, R16E, Sec.29 & 32	KR13-24	KR-7
TP-37	Seymour Packing Co.	200 N. Kansas Ave.	KR13-24	KR-7
TP-38	Topeka Cold Storage & Ice & Fuel Co.	100 N. Jackson	KR13-24	KR-7
TP-39	Topeka Rapid Transit Railway Co.	414 E. 2nd St.	KR13-24	KR-7
TP-40	Topeka Water Fil- tration Plant	end of Waterworks Drive	KR13-24	KR-7
TP-41	Charles Wolff Packing Co.	220 N. Quincy	KR13-24	KR-7

North Topeka

NTP-Z1 (01-11)	North Topeka Potential Zone	-	KR13-24	KR-7
NTP-01	Otto Kuehne House	301 W. Curtis	KR13-24	KR-7
NTP-02*	Old North Topeka Baptist Church	316 Laurent St.	KR13-24	KR-7
NTP-03	Asbury Methodist Episcopal Church	835 N. Van Buren	KR13-24	KR-7
NTP-04	Union Pacific Depot	Railroad St. & Kansas Ave.	KR13-24	KR-7
NTP-05	Shawnee State Bank	800 N. Kansas Ave.	KR13-24	KR-7
NTP-06	Residence	414 & 416 West Fairchild	KR13-24	KR-7
NTP-07	Inter-Ocean Mill	604-606 N. Quincy	KR13-24	KR-7
NTP-08	Mid-Continent Mills	215-225 E. Norris	KR13-24	KR-7
NTP-09	Inter-Ocean Mills	608 N. Quincy	KR13-24	KR-7

<u>FSA NO.</u>	<u>SITE</u>	<u>LOCATION</u>	<u>USGS MAP</u>	<u>COE SHEET NO.</u>
KANSAS RIVER - SHAWNEE COUNTY (Cont'd)				
North Topeka (Cont'd)				
NTP-10	Mid-Continent Mills	800 N. Quincy	KR13-24	KR-7
NTP-11	Topeka Packing Co.	844 N. Madison	KR13-24	KR-7
NTP-12	Union Pacific Depot	Railroad & North Jackson St.	KR13-24	KR-7
Willard				
WI-Z1	Willard Potential Zone	-	KR15-24	KR-8
POTTAWATOMIE COUNTY				
Belvue				
BE-Z1	Belvue Potential Zone	-	KR18-24	KR-10
Wamego				
WO-Z1 (01-06)	Wamego Potential Zone	-	KR19-24	KR-10
WO-01	Chrysler House	511 Valley	KR19-24	KR-10
WO-02	O. B. Larson House	804 W. 8th St.	KR19-24	KR-10
WO-03	St. Bernard's Catholic Church	Poplar & 8th St. (NW)	KR19-24	KR-10
WO-04	Methodist Church	6th & Lincoln St. (NE)	KR19-24	KR-10
WO-05	Smith House	711 Elm St.	KR19-24	KR-10
WO-06	Old Dutch (Schonhoff) Mill	Wamego City Park	KR19-24	KR-10
St. George				
STG-Z1	St. George Poten- tial Zone	-	KR20-24	KR-10

<u>FSA NO.</u>	<u>SITE</u>	<u>LOCATION</u>	<u>USGS MAP</u>	<u>COE SHEET NO.</u>
KANSAS RIVER - WABAUNSEE COUNTY				
Wabaunsee				
Wa-Z1 (01-02)	Wabaunsee Potential Zone	-	KR19-24	KR-10
WA-01	Wabaunsee Upper School	Locust & Center St. (SW)	KR19-24	KR-10
WA-02	Wabaunsee Town Hall	Main & Elm St. (SW)	KR19-24	KR-10
Rural				
WA-R-01	Greenwood Cemetery	T10S, R11E, Sec.14	KR18-24	KR-10
RILEY COUNTY				
Rural				
RY-R-01	Osterhaus Residence	T10S, R7E, Sec.25	KR21-24	KR-11
Manhattan				
MN-Z1 (01-13)	Manhattan Potential Zone	-	KR21-24	KR-11
MN-01	House	321 N. 4th St.	KR21-24	KR-11
MN-02	Wareham Theater	410 Poyntz	KR21-24	KR-11
MN-03	Wareham Hotel	418 Poyntz	KR21-24	KR-11
MN-04*	Manhattan Millhouse	107 Pierre St.	KR21-24	KR-11
MN-05*	Sager Building	320 Poyntz	KR21-24	KR-11
MN-06*	Manhattan State Bank	400 Poyntz	KR21-24	KR-11
MN-07	Union Pacific Depot	1st & Pierre St.	KR21-24	KR-11
MN-08	Carnegie Library	5th & Poyntz	KR21-24	KR-11
MN-09	Commercial Bldg.	306 Poyntz	KR21-24	KR-11
MN-10	House	431 Leavenworth	KR21-24	KR-11
MN-11	Riley County Courthouse	5th & Poyntz	KR21-24	KR-11
MN-12	Dempsey House	529 Houston	KR21-24	KR-11
MN-13	Pipher/Sowell House	431 Pottawatomie St.	KR21-24	KR-11

<u>FSA NO.</u>	<u>SITE</u>	<u>LOCATION</u>	<u>USGS MAP</u>	<u>COE SHEET NO.</u>
KANSAS RIVER - GEARY COUNTY				
Fort Riley				
FR-01*	Custer's House	24 Sheridan Ave.	KR24-24	KR-13
FR-02*	First Territorial Capitol	K-18 in Fort Riley	KR24-24	KR-12
HD-02	Main Post Area	Fort Riley	KR24-24	KR-12 & 13
FR-03	Historical Marker	K-18 in Fort Riley	KR24-24	KR-12
GY-R-05	Fort Riley Post Cemetery	T11S, R6E, Sec.2	SHR1-15	KR-13
WAKARUSA RIVER - DOUGLAS COUNTY				
Rural				
DG-R-06	Browns Grove Bridge (Douglas County Bridge 12.41- 11.50)	T13S, R19E, Sec.15	WR3-4	WR-1
DG-R-07	Douglas County Bridge 12.87- 19.98	T13S, R20E, Sec.13/ 18	WR2-4	WR-1
Eudora				
EU-Z1 (01-02)	Eudora Potential Zone	-	WR1-4	WR-1 & KR-3
EU-01*	Pilla House	615 Elm St.	WR1-4	WR-1 & KR-3
EU-02	Holy Family Church	9th & Church St.	WR1-4	WR-1 & KR-3
EU-03	Eudora Cemetery	T13S, R21E, Sec.4	WR1-4	WR-1 & KR-3
DELAWARE RIVER - JEFFERSON COUNTY				
Rural				
JF-R-01	Union Pacific Bridge	T11S, R18E, Sec.22	DR1-1	DR-1 & KR-5

<u>FSA NO.</u>	<u>SITE</u>	<u>LOCATION</u>	<u>USGS MAP</u>	<u>COE SHEET NO.</u>
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DELAWARE RIVER - JEFFERSON COUNTY (Cont'd)

Rural (Cont'd)

JF-R-02	Bridge (Old U.S. 24)	T11S, R18E, Sec.14	DR1-1	DR-1 & KR-5
JF-R-04	Mt. Cavalry Cemetery	T11S, R18E, Sec.14	DR1-1	DR-1 & KR-5
JF-R-05	Perry Cemetery	T11S, R18S, Sec.14	DR1-1	DR-1 & KR-5

Perry

PE-Z1 (01-05)	Perry Potential Zone	-	DR1-1	DR-1 & KR-5
PE-01	Opera House	Front St, Blk. 34	DR1-1	DR-1 & KR-5
PE-02	Perry Methodist Church	Oak & 3rd St. (SW)	DR1-1	DR-1 & KR-5
PE-03	Old Bank of Perry	Block 34 (Lot 21 or 22)	DR1-1	DR-1 & KR-5
PE-04	St. Theresa Catholic	3rd & Elm St.	DR1-1	DR-1 & KR-5
PE-05	Perry Church of Christ	Bridge & Maple St.	DR1-1	KR-5

SOLDIER CREEK - SHAWNEE COUNTY

Rural

SH-R-01	Rochester Cemetery	T11S, R16E, Sec.7	KR13-24	-
SH-R-02	Cemetery	T11S, R16E, Sec.7	KR13-24	-

REPUBLICAN RIVER - GEARY COUNTY

Rural

GY-R-04	Bridge (K-18)	T11S, R6E, Sec.2	RR1-3	RR-1
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<u>FSA NO.</u>	<u>SITE</u>	<u>LOCATION</u>	<u>USGS MAP</u>	<u>COE SHEET NO.</u>
BIG BLUE RIVER - RILEY COUNTY				
Rural				
RY-R-02	Rocky Ford	T9S, R8E, Sec.30	BBR1-2	SaR-1
POTTAWATOMIE COUNTY				
Rural				
PO-R-01	Dam remnants	T9S, R8E, Sec.30	BBR1-2	BBR-1
PO-R-02	Bridge (US-24)	T10S, R8E, Sec.9	BBR1-2	BBR-1
PO-R-03	Union Pacific Bridge	T10S, R8E, Sec.9	BBR1-2	BBR-1
SMOKY HILL RIVER - GEARY COUNTY				
Rural				
GY-R-01	Mill foundation	T12S, R6E, Sec.9	SHR1-15	SHR-1
GY-R-02	Bridge abutment	T12S, R5E, Sec.14	SHR1-15	SHR-1
GY-R-03	Bridge piling	T12S, R5E, Sec.13	SHR1-15	SHR-1
DICKINSON COUNTY				
Rural				
DK-R-01	Farm Buildings	T13S, R4E, Sec.6	SHR4-15	SHR-2
DK-R-02	Farm building	T13S, R1E, Sec.23	SHR6-15	SHR-3
DK-R-03	Sand Spring Cemetery	T13S, R1E, Sec.23	SHR6-15	SHR-3
DK-R-04	Bridge	T12S, R4E, Sec.31	SHR4-15	SHR-2
DK-R-05	Bridge	T13S, R1E, Sec.19	SHR6-15	SHR-3
DK-R-06	Bridge	T13S, R2E, Sec.23	SHR5-15	SHR-3
DK-R-07	C.R.I. & P Bridge	T13S, R3E, Sec.20	SHR5-15	SHR-2
DK-R-08	Bridge (K-43)	T13S, R3E, Sec.20	SHR4-15	SHR-2
DK-R-09	A.T. & S.F. Bridge	T13S, R3E, Sec.20	SHR4-15	SHR-2

<u>FSA NO.</u>	<u>SITE</u>	<u>LOCATION</u>	<u>USGS MAP</u>	<u>COE SHEET NO.</u>
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SMOKY HILL RIVER - DICKINSON COUNTY (Cont'd)

Rural (Cont'd)

DK-R-10	Indian Hill Cemetery	T12S, R4E, Sec.31	SHR4-15	SHR-2
DK-R-11	Bridge	T13S, R3E, Sec.15	SHR4-15	SHR-3
DK-R-12	Brown Memorial Home	T13S, R2E, Sec.34	SHR5-15	SHR-3
DK-R-13	Cemetery	T13S, R2E, Sec.34	SHR5-15	SHR-3
DK-R-14	Dam	T13S, R2E, Sec.34	SHR-15	SHR-3

Chapman

CH-Z1	Chapman Potential Zone	-	SHR4-15	SHR-2
CH-01*	Dickinson Community High School	400 W. 4th St.	SHR4-15	SHR-2

Enterprise

EN-Z1	Enterprise Potential Zone	-	SHR4-15	SHR-2
EN-01	Hoffman House	403 W. 4th St.	SHR4-15	SHR-2

SALINE COUNTY

SA-R-01	Bridge	T15S, R2W, Sec.7	SHR9-15	SHR-6
SA-R-02	Bridge	T15S, R2W, Sec.18	SHR10-15	SHR-6
SA-R-03	Bridge	T15S, R2W, Sec.29	SHR10-15	SHR-6
SA-R-04	Bridge	T16S, R2W, Sec.7	SHR10-15	SHR-7
SA-R-05	Bridge	T16S, R2W, Sec.30	SHR10-15	SHR-7
SA-R-06	Mill Foundation	T16S, R3W, Sec.25	SHR10-15	SHR-7
SA-R-07	Cemetery	T16S, R3W, Sec.25	SHR10-15	SHR-7
SA-R-08	Farm building	T15S, R2W, Sec.8	SHR9-15	SHR-6
SA-R-09	Mill Foundation	T14S, R2W, Sec.12	SHR9-15	SHR-5
SA-R-10	Bridge abutment	T14S, R2W, Sec.12	SHR9-15	SHR-5
SA-R-11	Farm building	T13S, R1W, Sec.34	SHR8-15	SHR-4
SA-R-23	Bridge	T15S, R2W, Sec.8	SHR9-15	SHR-6
SA-R-24	Bridge	T15S, R2W, Sec.5	SHR9-15	SHR-6
SA-R-25	Bridge	T14S, R2W, Sec.8	SHR9-15	SHR-5
SA-R-26	Missouri Pacific Bridge	T14S, R2W, Sec.8	SHR9-15	SHR-5
SA-R-27	Bridge	T14S, R1W, Sec.7	SHR8-15	SHR-4

<u>FSA NO.</u>	<u>SITE</u>	<u>LOCATION</u>	<u>USGS MAP</u>	<u>COE SHEET NO.</u>
SMOKY HILL RIVER - SALINE COUNTY (Cont'd)				
SA-R-28	Bridge	T14S, R1W, Sec.4	SHR8-15	SHR-4
SA-R-29	Indian Cemetery	T14S, R2W, Sec.3	SHR9-15	SHR-5
SA-R-30	Mt. Calvary Cemetery	T14S, R2W, Sec.18	SHR9-15	SHR-5
SA-R-31	Gypsum Hill Cemetery	T14S, R2W, Sec.18	SHR9-15	SHR-5
SA-R-32	Memorial Park Cemetery	T14S, R2W, Sec.19	SHR9-15	SHR-5
Salina				
SL-01	Marymount College	E. end of Ivan Ave.	SHR9-15	SHR-5
McPHERSON COUNTY				
Rural				
MC-R-01	Freemount Cemetery	T17S, R4W, Sec.29	SHR13-15	SHR-8
MC-R-02	Marquette Cemetery	T17S, R5W, Sec.23	SHR13-15	SHR-9
MC-R-03	Bridge	T17S, R3W, Sec.10	SHR12-15	SHR-8
MC-R-04	Union Pacific	T17S, R3W, Sec.17	SHR12-15	SHR-8
MC-R-05	Bridge	T17S, R3W, Sec.17	SHR12-15	SHR-8
MC-R-06	Bridge	T17S, R3W, Sec.31	SHR12-15	SHR-8
MC-R-07	Bridge	T17S, R5W, Sec.22	SHR13-15	SHR-9
MC-R-08	Bridge	T17S, R5W, Sec.9	SHR13-15	SHR-9
MC-R-09	House	T17S, R4W, Sec.34	SHR12-5	SHR-8
MC-R-10	Dam remnants	T17S, R5W, Sec.26	SHR13-15	SHR-9
MC-R-11	Dam remnants	T17S, R3W, Sec.17	SHR12-15	SHR-8
MC-R-12	Old bridge abutment	T18S, R4W, Sec.4	SHR13-15	SHR-8
MC-R-13	Elmwood Cemetery	T17S, R3W, Sec.16	SHR12-15	SHR-8
MC-R-14	Riverside	T17S, R5W, Sec.5	SHR14-15	SHR-9
Lindsborg				
LG-Z1 (02-03)	Lindsborg Potential Zone	-	SHR12-15	SHR-8
LG-01	Brunswick Hotel	Grant & S. Main St.	SHR12-15	SHR-8
LG-02*	Swedish Pavilion	County Park	SHR12-15	SHR-8
LG-03*	Smoky Valley Roller Mill	Mill St.	SHR12-15	SHR-8

<u>FSA NO.</u>	<u>SITE</u>	<u>LOCATION</u>	<u>USGS MAP</u>	<u>COE SHEET NO.</u>
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SMOKY HILL RIVER - McPHERSON COUNTY (Cont'd)

Marquette

MQ-Z1	Marquette Potential Zone	-	SHR13-15	SHR-9
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SALINE RIVER - SALINE COUNTY

Rural

SA-R-12	Union Pacific Bridge	T13S, R2W, Sec.34	SaR2-13	SaR-1
SA-R-13	Bridge	T13S, R2W, Sec.34	SaR2-13	SaR-1
SA-R-14	Bridge	T13S, R3W, Sec.25	SaR1-13	SaR-1
SA-R-15	Bridge	T13S, R3W, Sec.25	SaR2-13	SaR-1
SA-R-16	Bridge	T13S, R3W, Sec.15	SaR3-13	SaR-2
SA-R-17	Bridge abutment	T13S, R2W, Sec.35	SaR1-13	SaR-1 & SHR-5

New Cambria

NC-Z1	New Cambria Potential Zone	-	SaR2-13	SaR-1
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OTTAWA COUNTY

Rural

OT-R-08	Bridge	T12S, R5W, Sec.14	SaR5-13	SaR-3
OT-R-09	Bridge	T12S, R5W, Sec.24	SaR4-13	SaR-3
OT-R-10	Bridge	T12S, R4W, Sec.30	SaR4-13	SaR-3
OT-R-11	Union Pacific Bridge	T12S, R4W, Sec.34	SaR3-13	SaR-2
OT-R-12	Bridge	T12S, R4W, Sec.35	SaR3-13	SaR-2

Tescott

TC-Z1	Tescott Potential Zone	-	SaR6-13	SaR-3
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<u>FSA NO.</u>	<u>SITE</u>	<u>LOCATION</u>	<u>USGS MAP</u>	<u>COE SHEET NO.</u>
SALINE RIVER - LINCOLN COUNTY				
Rural				
LN-R-01	Bridge	T12S, R6W, Sec.13	SaR6-13	SaR-3
LN-R-02	Bridge	T12S, R6W, Sec.23	SaR7-13	SaR-3
LN-R-03	Bridge	T12S, R6W, Sec.8	SaR8-13	SaR-3
LN-R-04	A.T. & S.F. Bridge	T12S, R7W, Sec.16	SaR8-13	SaR-4
LN-R-05	Bridge	T12S, R8W, Sec.10	SaR9-13	SaR-4
LN-R-06	Bridge	T12S, R8W, Sec.8	SaR9-13	SaR-4
LN-R-07	Bridge	T12S, R8W, Sec.7	SaR10-13	SaR-5
LN-R-08	Bridge	T12S, R9W, Sec.15	SaR10-13	SaR-5
LN-R-09	Bridge	T12S, R10W, Sec.15	SaR11-13	SaR-5
LN-R-10	Bridge	T12S, R10W, Sec.20	SaR12-13	SaR-5
LN-R-11	Dam remnants	T12S, R6W, Sec.18	SaR8-13	SaR-3
LN-R-12	Dam remnants	T12S, R8W, Sec.12	SaR9-13	SaR-4
LN-R-13	Shady Bend Cem.	T12S, R6W, Sec.18	SaR8-13	SaR-4
LN-R-14	St. Patricks Cem.	T12S, R7W, Sec.7	SaR9-13	SaR-4
Beverly				
BV-01	Beverly Rural High School	T12S, R6W, Sec.15	SaR6-13	SaR-3
Shady Bend				
SB-Z1	Shady Bend Potential Zone	-	SaR8-13	SaR-3
Lincoln				
LN-Z1	Lincoln Potential Zone	-	SaR9-13	SaR-4
LN-01	Lincoln High School	College Street	SaR9-13	SaR-4
LN-02	Lincoln Train Depot (S.F.)	428 W. Lincoln Ave.	SaR9-13	SaR-4
LN-03	Lincoln Train Depot (U.P.)	Lincoln Ave.	SaR9-13	SaR-4
Sylvan Grove				
SG-Z1	Sylvan Grove Potential Zone	-	SaR11-13	SaR-5

<u>FSA NO.</u>	<u>SITE</u>	<u>LOCATION</u>	<u>USGS MAP</u>	<u>COE SHEET NO.</u>
SOLOMON RIVER - DICKINSON COUNTY				
Solomon				
S0-Z1 (01-02)	Solomon Potential Zone	-	SHR6-15	SHR-3
S0-01	Catholic Church	-	SHR6-15	SHR-3
S0-02*	Union Pacific R.R. Depot	3rd st. & U.P. Tracks	SHR6-15	SHR-3

SALINE COUNTY

Rural

SA-R-18	Bridge	T13S, R1W, Sec.23	SR2-13	SR-1 & SHR-4
SA-R-19	Mt. Calvary Cemetery	T13S, R1W, Sec.13	SR2-13	SR-1 & SHR-4
SA-R-20	Bridge	T13S, R1W, Sec.9	SR2-13	SR-1
SA-R-21	Union Pacific Bridge	T13S, R1W, Sec.23	SR2-13	SR-1 & SHR-4
SA-R-22	Bridge	T13S, R1W, Sec.24	SR2-13	SR-1 &

OTTAWA COUNTY

Rural

OT-R-01	Bridge abutment	T9S, R4W, Sec.8	SR8-13	SR-4
OT-R-02	Bridge remnants	T12S, R3W, Sec.11	SR4-13	SR-2
OT-R-03	Old dam site	T12S, R3W, Sec.18	SR4-13	SR-2
OT-R-04	Old dam site	T9S, R4W, Sec.16	SR8-13	SR-4
OT-R-05	Bridge	T9S, R4W, Sec.34	SR7-13	SR-4
OT-R-06	Bridge	T10S, R4W, Sec.10	SR6-13	SR-4
OT-R-07	A.T. & S.F. Bridge	T11S, R4W, Sec.1	SR5-13	SR-3
OT-R-13	Bridge	T11S, R3W, Sec.18	SR5-13	SR-3
OT-R-14	Bridge	T11S, R4W, Sec.1	SR5-13	SR-3
OT-R-15	Bridge	T11S, R3W, Sec.33	SR5-13	SR-2
OT-R-16	Bridge	T12S, R2W, Sec.18	SR4-13	SR-2
OT-R-17	Bridge	T12S, R2W, Sec.23	SR3-13	SR-1
OT-R-18	Bridge	T12S, R1W, Sec.31	SR2-13	SR-1 & SHR-4

<u>FSA NO.</u>	<u>SITE</u>	<u>LOCATION</u>	<u>USGS MAP</u>	<u>COE SHEET NO.</u>
SOLOMON RIVER - OTTAWA COUNTY (Cont'd)				
Rural (Cont'd)				
OT-R-19	Bridge remnants	T13S, R1W, Sec.13	SR2-13	SR-1 & SHR-4
OT-R-20	Dam remnants	T11S, R4W, Sec.1	SR5-13	SR-3
OT-R-21	Highland Cemetery	T11S, R3W, Sec.7	SR5-13	SR-3
OT-R-22	Park Mill Dam	T11S, R4W, Sec.1	SR5-13	SR-3
Verdi				
VR-01	Verdi Schoolhouse	Bellis & Shultrice Street	SR3-13	SR-1
Minneapolis				
MS-Z1 (01-05)	Minneapolis Potential Zone	-	SR5-13	SR-3
MS-01	Midgley House	122 E. 2nd St.	SR5-13	SR-3
MS-02	Old Corn State Bank	2nd & Sheridan St.	SR5-13	SR-3
MS-03	Ottawa County Bank	2nd & Concord St.	SR5-13	SR-3
MS-04	Old Minneapolis National Bank	2nd Street	SR5-13	SR-3
MS-05	Rees House	222 Laurel St.	SR5-13	SR-3
MS-06	Minneapolis Cemetery	T11S, R4W, Sec.1	SR6-13	SR-3
Delphos				
DE-Z1	Delphos Potential Zone	-	SR8-13	SR-4
CLOUD COUNTY				
Rural				
CL-R-01	Bridge	T8S, R5W, Sec.15	SR8-13	SR-5

<u>FSA NO.</u>	<u>SITE</u>	<u>LOCATION</u>	<u>USGS MAP</u>	<u>COE SHEET NO.</u>
SOLOMON RIVER - MITCHELL COUNTY				
Rural				
ML-R-01	Dam Remnants	T7S, R7W, Sec.9	SR11-13	SR-6
ML-R-02	Bridge	T8S, R6W, Sec.11	SR10-13	SR-5
ML-R-03	Bridge	T7S, R7W, Sec.22	SR11-13	SR-6
ML-R-04	Bridge	T7S, R8W, Sec.5	SR12-13	SR-7
ML-R-05	Bridge	T6S, R9W, Sec.27	SR13-13	SR-7
ML-R-06	Simpson Cemetery	T8S, R6W, Sec.13	SR9-13	SR-5
ML-R-07	Pleasant Valley Cemetery	T7S, R8W, Sec.12	SR12-13	SR-6
Simpson				
SI-Z1	Simpson Potential Zone	-	SR10-13	SR-5
Beloit				
BT-Z1 (01-09)	Beloit Potential Zone	-	SR11-13	SR-6
BT-01	St. John's Catholic School	600 blk. E. Main	SR11-13	SR-6
BT-02	Convent of St. John's	600 blk. E. Main	SR11-13	SR-6
BT-03	Beloit Post Office	Hersy & Main St.	SR11-13	SR-6
BT-04	Commercial Bldg.	E. Main St.	SR11-13	SR-6
BT-05	Commercial Bldg.	204 S. Mill St.	SR11-13	SR-6
BT-06	New York Store	115 E. Main St.	SR11-13	SR-6
BT-07	Bank of Beloit	S. Mill & Main St.	SR11-13	SR-6
BT-08*	F. H. Hart House	304 E. Main St.	SR11-13	SR-6
BT-09*	St. John the Baptist Catholic Church	600 blk. E. Main	SR11-13	SR-6
Glen Elder				
GE-Z1 (01-04)	Glen Elder Potential Zone	-	SR13-13	SR-7
GE-01	Glen Elder High School	Hobart & Allen St.	SR13-13	SR-7
GE-02	Traders State Bank	Mill & Dansas Ave.	SR13-13	SR-7

<u>FSA NO.</u>	<u>SITE</u>	<u>LOCATION</u>	<u>USGS MAP</u>	<u>COE SHEET NO.</u>
SOLOMON RIVER - MITCHELL COUNTY (Cont'd)				
Glen Elder (Cont'd)				
GE-03	Old Bank of Glen Elder	Mill & Main St.	SR13-13	SR-7
GE-04*	E. W. Norris Service Station	Market & Main St.	SR-13	SR-7

*National Register Site/Structure

NATURE OF THE IMPACT

Introduction

Approximately 210 miles of shoreline along the Kansas River and its tributaries (located within the project right-of-way) have been assessed as being moderately to severely eroded (U.S. Department of the Army, 1978). Approximately 55 river miles of shoreline are considered as moderately eroded, and 155 river miles are severely eroded. Total river mileage within the project right-of-way is approximately 650 miles; the eroded portion constitutes 16 percent of the total.

Impact

In order to stabilize the shorelines of the Kansas River and its tributaries, a number of both structural and non-structural alternatives are being considered by the Corps of Engineers. Structural alternatives could include stabilization through the use of stone dikes, hard points, vane dikes, tow protection, windrow revetment, tire revetment, car bodies and tree retards. Non-structural activities could include vegetational stabilization, stream flow regulation, zoning, scenic easements, recreational easements, fish and wildlife easements, sloughing easements and the acquisition of fish and wildlife areas, recreation areas and agricultural leaseback. Special stabilization activities at individual locations along the rivers, however, are unknown at this time.

RECOMMENDATIONS

National Register Sites

Only three sites listed on the National Register of Historic Places border areas of erosion. The Main Post Area of Ft. Riley borders an area of severe erosion on the Kansas River. The First Territorial Capitol (FR-02), and the associated historical marker (FR-03) located in K-18 in Ft. Riley also border an area of severe erosion on the Kansas River. Any construction activities which might be scheduled for the Kansas River adjacent to these sites should be accompanied by appropriate mitigation to avoid either direct or indirect adverse impacts.

If construction activities occur in uneroded areas, appropriate mitigation might be required for the following National Register Sites located within the project right-of-way:

TABLE 2

NATIONAL REGISTER PROPERTIES LOCATED WITHIN THE PROJECT AREA

<u>FSA NO.</u>	<u>SITE</u>	<u>TOWN</u>	<u>COUNTY</u>	<u>COE SHEET NO.</u>
<u>Properties in the Floodplain</u>				
HD-01 (01-38)	Old West Lawrence Historic District	Lawrence	Douglas	KR-4
LW-49	Union Pacific Depot	Lawrence	Douglas	KR-4
LW-56	Old Lawrence City Library	Lawrence	Douglas	KR-4
LW-57	Eldridge Hotel	Lawrence	Douglas	KR-4
LW-58	Zimmerman House	Lawrence	Douglas	KR-4
TP-15	St. Joseph's Catholic Church	Topeka	Shawnee	KR-7
TP-16	Meade House	Topeka	Shawnee	KR-7
NTP-02	Old North Topeka Baptist Church	North Topeka	Shawnee	KR-7
CH-01	Dickinson Community High School	Chapman	Dickinson	SHR-2
LG-02	Swedish Pavillion	Lindsborg	McPherson	SHR-8
LG-03	Smoky Valley Roller Mill	Lindsborg	McPherson	SHR-8

<u>FSA NO.</u>	<u>SITE</u>	<u>TOWN</u>	<u>COUNTY</u>	<u>COE SHEET NO.</u>
<u>Properties Out of the Flood Plain</u>				
KC-09	Sauer Castle	Kansas City	Wyandotte	KR-1
KC-04	Huron Cemetery	Kansas City	Wyandotte	KR-2
WY-R-01	Grinter House	Kansas City	Wyandotte	KR-2
LE-01	Lecompton Constitution Hall	Lecompton	Douglas	KR-5
LE-03	Lane University	Lecompton	Douglas	KR-5
EU-01	Pilla House	Eudora	Douglas	WR-1
BT-01, 02, 09	St. John's Catholic Church	Beloit	Mitchell	SR-6
BT-08	F. H. Hart House	Beloit	Mitchell	SR-6
GE-04	E. W. Norris Gas Station	Glen Elder	Mitchell	SR-7
SO-02	Union Pacific Railroad Station	Solomon	Dickinson	SHR-3

Other Recorded Sites and Structures

The sites presented in Table 3 are not National Register listings, but have been recorded in other studies and inventories. They represent those sites and structures which are located immediately adjacent to areas of erosion and in the flood plain. The reader should refer to the appropriate data form in Part II, and the project maps for descriptions and locations of specific sites.

TABLE 3
PREVIOUSLY RECORDED SITES/STRUCTURES WITHIN
THE PROJECT AREA, BUT NOT INCLUDED IN THE NATIONAL REGISTER

<u>FSA NO.</u>	<u>SITE</u>	<u>TOWN</u>	<u>COUNTY</u>	<u>COE SHEET NO.</u>
DG-R-01	Stone House	Rural	Douglas	KR-6
TP-40	Topeka Water Filtration Plant	Topeka	Shawnee	KR-7
TP-41	Charles Woolf Packing Co.	Rural	Shawnee	KR-7
KD-R-02	Farm Building	Rural	Dickinson	SHR-3
RY-R-02	Rocky Ford	Rural	Riley	SaR-1
PO-R-01	Dam Remnants	Rural	Pottawatomie	SaR-1
DK-R-02	Farm Building	Rural	Dickinson	SHR-2

PREVIOUSLY RECORDED SITES STRUCTURES (Cont'd)

<u>FSA NO.</u>	<u>SITE</u>	<u>TOWN</u>	<u>COUNTY</u>	<u>COE SHEET NO.</u>
DK-R-05	Bridge	Rural	Dickinson	SHR-3
SA-R-02	Bridge	Rural	Saline	SHR-6
SA-R-03	Bridge	Rural	Saline	SHR-6
SA-R-06	Mill foundation	Rural	Saline	SHR-7
SA-R-08	Farm building	Rural	Saline	SHR-6
SA-R-09	Mill foundation	Rural	Saline	SHR-5
SA-R-10	Bridge abutment	Rural	Saline	SHR-5
SA-R-11	Farm building	Rural	Saline	SHR-5
SA-R-23	Bridge	Rural	Saline	SHR-6
SA-R-24	Bridge	Rural	Saline	SHR-6
SA-R-27	Bridge	Rural	Saline	SHR-4
SA-R-28	Bridge	Rural	Saline	SHR-4
SA-R-29	Indian Cemetery	Rural	Saline	SHR-5
MC-R-02	Marquette Cemetery	Rural	McPherson	SHR-9
MC-R-06	Bridge	Rural	McPherson	SHR-8
SA-R-13	Bridge	Rural	Saline	SaR-1
OT-R-09	Bridge	Rural	Ottawa	SaR-3
SA-R-20	Bridge	Rural	Saline	SR-1
SA-R-21	Union Pacific Bridge	Rural	Saline	SR-1
SA-R-22	Bridge	Rural	Saline	SR-1
OT-R-02	Bridge remnants	Rural	Ottawa	SR-2
OT-R-19	Bridge	Rural	Ottawa	SR-1

Before construction activities, which might cause direct or indirect adverse impacts to these sites are begun, each site should be evaluated individually to determine its significance with respect to National Register of Historic Places criteria. Additionally, those sites not listed above, but which are within the project right-of-way (Table 1; data forms Part II), should be examined on an individual basis to determine their significance and whether they would be adversely impacted by construction activities.

Zones of Potential Significance

Each of the urban areas within the project right-of-way was included in the windshield survey for zones of potential historic/architectural significance. Priority ratings of 1 through 4 were assigned to each zone, based on the concentration or continuity of historic cultural resources. A rating of 1 was used to indicate a high concentration of historical resources. A rating of 2 was given where the zone included a mixture of potentially significant historic resources and modern elements. Zones given a rating of 3 contained scattered or minimally significant sites. A rating of 4 was given to those zones for which no further inventory was recommended. Zones

rated fourth priority were either areas of recent development, or as in the single instance of Ft. Riley, an area which had been previously inventoried. Table 4 presents the priorities for each urban zone included in the windshield survey.

It should be noted that with the exception of DeSoto and Tecumseh, the zones listed below are located partly or wholly within the flood plain. Special mention should also be made with respect to Ft. Riley. Although a historic resources inventory has been previously completed for Ft. Riley, any construction activities in the Ft. Riley vicinity should consider the potentially adverse impacts on the National Register Historic District.

If construction activities are limited to urban areas of erosion, the potential zones of DeSoto (DO-Z1), Lawrence (LW-Z1), Topeka (TP-Z1), Belvue (BE-Z1), Wamego (Wo-Z1), Wabaunsee (WA-Z1) and Marquette (MQ-Z1) should be surveyed to determine their potential historical significance. However, if construction activities occur in urban areas other than those which have experienced erosion, the additional zones listed in Table 4 should be surveyed based on their indicated priorities. Based upon the results of the survey, appropriate mitigation should then be considered.

TABLE 4
INVENTORY PRIORITIES FOR
ZONES OF POTENTIAL SIGNIFICANCE

<u>Zone Number</u>	<u>County</u>	<u>Town</u>	<u>Coe Sheet No.</u>	<u>Inventory Priority</u>
KANSAS RIVER				
KC-Z1	Wyandotte	Kansas City	KR-1	1
KC-Z2*	Wyandotte	Kansas City	KR-1	1
KC-Z3	Wyandotte	Kansas City	KR-1	2
HO-Z1*	Johnson	Holliday	KR-2	3
-	Wyandotte	Edwardsville	KR-2	4
BS-Z1	Wyandotte	Bonner Springs	KR-2	2
DO-Z1	Johnson	DeSoto	KR-3	1
LW-Z1*	Douglas	Lawrence	KR-4	1
LW-Z2*	Douglas	N. Lawrence	KR-4	1
LE-Z1	Douglas	Lecompton	KR-5	2

*Located within the flood plain

-No zone number assigned, no inventory recommended

<u>Zone Number</u>	<u>County</u>	<u>Town</u>	<u>Coe Sheet No.</u>	<u>Inventory Priority</u>
KANSAS RIVER (Cont'd)				
TE-Z1	Shawnee	Tecumseh	KR-6	2
TP-Z1*	Shawnee	Topeka	KR-7	1
NTP-Z1*	Shawnee	N. Topeka	KR-7	1
WI-Z1*	Shawnee	Willard	KR-8	2
BE-Z1*	Pottawatomie	Belvue	KR-10	3
WO-Z1*	Pottawatomie	Wamego	KR-10	1
WA-Z1*	Wabaunsee	Wabaunsee	KR-10	1
STG-Z1*	Pottawatomie	St. George	KR-11	1
MN-Z1*	Riley	Manhattan	KR-11	1
-	Geary	Ft. Riley	KR12-13	4
WAKARUSA RIVER				
EU-Z1	Douglas	Eudora	WR-1	1
DELAWARE RIVER				
PE-Z1*	Jefferson	Perry	DR-1	1
SMOKY HILL RIVER				
-	Geary	Junction	DR-1	4
CH-Z1*	Dickinson	Chapman	SHR-2	1
EN-Z1*	Dickinson	Enterprise	SHR-2	1
-	Saline	Salina	SHR-5	4
-	Saline	Bridgeport	SHR-7	4
LG-Z1*	McPherson	Lindsborg	SHR-8	1
MQ-Z1*	McPherson	Marquette	SHR-9	1
SALINE RIVER				
NC-Z1*	Saline	New Cambria	SaR-1	2
TC-Z1*	Ottawa	Tescott	SaR-3	2
-	Lincoln	Beverly	SaR-3	4
SB-Z1*	Lincoln	Shady Bend	SaR-3	2
LN-Z1*	Lincoln	Lincoln	SaR-4	2
SG-Z1*	Lincoln	Sylvan Grove	SaR-5	1

<u>Zone Number</u>	<u>County</u>	<u>Town</u>	<u>Coe Sheet No.</u>	<u>Inventory Priority</u>
SOLOMON RIVER				
SO-Z1*	Dickinson	Solomon	SHR-3	2
MS-Z1*	Ottawa	Minneapolis	SR-3	1
DE-Z1*	Ottawa	Delphos	SR-4	3
SI-Z1*	Mitchell	Simpson	SR-5	2
BT-Z1*	Mitchell	Beloit	SR-6	1
GE-Z1*	Mitchell	Glen Elder	SR-7	1

*Located within the flood plain

-No zone number assigned, no inventory recommended

Priority Ratings:

- 1 - Concentration of potentially significant resources.
- 2 - Mixture of potentially significant resources and modern.
- 3 - Scattered potentially significant resources.
- 4 - No inventory recommended.

Rural Areas

The rural sites in this assessment are predominantly bridges, dam/mill sites, and cemeteries. Relatively few known historic buildings in rural areas were found. Since more than 2000 rural structures within the right-of-way were counted on the project maps, it is possible, and in fact likely, that some unrecorded rural structures of significance may be located within the project right-of-way. Once areas to be affected by construction activities are determined, a drive-through of the rural areas should be conducted to preliminarily locate rural sites and structures meriting further detailed assessment and mitigation.

SUMMARY

It has been the purpose of this preliminary assessment to locate known historic sites and structures through a literature and records search, and to delineate urban zones of potential significance. Additionally, recommendations for subsequent surveys have been provided.

As this is a preliminary assessment, additional historic sites or structures may be located at a later date and added to those presented in this study. The recommendations provided in this study may require modification as construction plans are developed. It is hoped that this preliminary assessment provides the background needed to coordinate construction planning and cultural resource management.

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APPENDIX A

HISTORICAL CHRONOLOGY: 1540-1935

HISTORICAL CHRONOLOGY: 1540-1935*

- 1540 Francisco Vasquez de Coronado begins search for "Seven Cities of Cibola."
- 1541 Coronado expedition enters Quivira (Kansas), reaching a point near present site of Junction City.
- 1682 France claims region drained by the Mississippi and its tributaries; named "Louisiana" by La Salle.
- 1719 Charles Claude du Tisne explores upper Louisiana; visits Osage villages near mouth of Osage River; crosses northeast corner of Kansas to Pawnee on Republican River.
- 1724 Bourgmont ascends Missouri River to Kansa villages; traverses Kansas to Rocky Mountains.
- 1762 All French territory west of Mississippi River is ceded to Spain.
- 1764 Pierre Laclède Lugest and Auguste and Pierre Chouteau, French fur traders, establish headquarters at St. Louis. Development of Kansas fur trade begins.
- 1800 By the treaty of San Ildefonso (confirmed by the treaty of Madrid in 1801) Louisiana west of the Mississippi is retroceded to France.
- 1803 Napoleon sells all of Louisiana to United States.
- 1804 March 26. Kansas region becomes part of District of Louisiana, under control of Indian Territory.
Lewis and Clark expedition lands at mouth of Kansas River, June 26; reaches stream in Doniphan County, July 4, naming it Independence Creek.
- 1806 June 24. Zebulon M. Pike leaves St. Louis on second exploratory expedition.
- 1807 Manuel Lisa, Spanish fur trader, establishes trading stations about headwaters of Missouri River.

* Adapted from: WPA, 1949:511-521.

- 1808 Auguste and Pierre Chouteau join Manuel Lisa in organizing Missouri Fur Company; a chain of trading posts throughout western country results.
- 1819 August 10. Maj. Stephen H. Long's scientific expedition introduces the first steamboat, Western Engineer, to Kansas waters.
- 1820 Two Presbyterian missions established for the Osage; the Union on the Neosho River in Kansas, and the Harmony on Marais des Cygnes, in Missouri.
 March 6. Missouri Compromise is signed by President Monroe, admitting Missouri as slave state, but providing that all future states west of the Mississippi and north 36° 30' shall be free.
- 1821 Captain William Becknell establishes route of Santa Fe Trail.
- 1824 Rev. Isaac McCoy proposes that Indians be removed to western reservation; Daniel Webster describes Kansas as worthless area.
- 1825 By treaties the Osage, Kansas, and Shawnee give up part of their lands to make way for eastern emigrant tribes.
 Congress authorizes survey of Santa Fe Trail. Federal Government makes treaty with Cheyenne for right-of-way privileges.
- 1827 Col. Henry H. Leavenworth selects site of military post which bears his name.
 Government sends Daniel Morgan Boone to teach agriculture to Indians.
 Boone locates on land in what is now Jefferson County.
- 1829 Rev. Thomas Johnson establishes Methodist mission for Shawnee, near present site of Turner.
 Delaware Indians moved to Kansas.
- 1832 Kickapoo, Pottawatomie, Kaskaskia, Peoria, Wea, and Piankeshaw Indian reservations established in Kansas.
- 1834 June 20. All territory west of the Mississippi, not included in States of Missouri and Louisiana or in Arkansas Territory, is set off as "Indian country" by Congress.
- 1836 Sauk, Fox, and Iowa Indians migrate to Kansas.
- 1837 Ottawa Baptist Mission (now Ottawa University) founded by Rev. Jotham Meeker.
- 1842 Fort Scott founded. Lieut. John C. Fremont, with Kit Carson as guide, explores Kansas and Platte Rivers. Several later expeditions.

- 1843 Wyandot Indians settle on reservation in eastern Kansas; establish city of Wyandot (Kansas City, Kansas). First group of Oregon emigrants (900) set out from Ellis Grove, Kansas. (Larger groups pass through Kansas in 1844 and 1845.).
- 1844 First move to organize Kansas into a Territory is made at Uniontown by Missourians.
- 1846 Mormons migrating to Salt Lake region cross Kansas plains in large numbers.
- 1849 California gold rush brings 90,000 people over Kansas trails.
- 1850 Government builds military road from Fort Leavenworth to Fort Kearney.
Overland stagecoach with passenger and mail service to Pacific coast is introduced.
- 1853 Fort Riley is established by Major Ogden.
- 1854 Congress debates (January to May) Kansas-Nebraska Bill. President Pierce (May 31) signs bill creating two Territories, divided on the 40th parallel of latitude. Pro-slavery emigrants cross Missouri border into Kansas (June); and anti-slavery groups come from New England.
- 1855 Kansas population estimated at 8,601.
March 30. Armed Missourians dominate election of so-called "Bogus Legislature."
April. Doctor Robinson sends an order to Eli Thayer for 100 Sharp's rifles, which became known as "Beecher's Bibles."
June 5. Free State Convention is held at Lawrence; adjourned till June 25, when Convention declares "In reply to threats of war . . . our answer is: 'We are ready.'"
July 2. "Bogus Legislature" meets at Pawnee; pro-slavery members gain control and adjourn, July 16, to Shawnee Mission. Expelled Free State legislators meet at Lawrence. Governor Reeder declares Shawnee Mission Legislature illegal.
November 21. Charles W. Dow, a Free State man is killed near Lawrence by Franklin M. Coleman, a pro-slavery man. The so-called "Wakarusa War" results.
December 1. Siege of Lawrence begins. It lasts a week; Governor Shannon asks for U.S. troops. John Brown and his four sons arrive armed in Lawrence. Governor Shannon pacifies warring factions.
December 15. Free State constitution is adopted. Pro-slavery group at Leavenworth destroy ballot-box and office of Free State newspaper.
- 1856 May 21. Pro-slavery men, heavily armed, close in on Lawrence, town is sacked.

- 1856 (cont) August 7. James H. Lane enters Kansas with his "Army of the North" - 600 immigrants from New England.
August-September. David R. Atchison is elected commander-in-chief of "The Army of Law and Order in Kansas," a pro-slavery force of 500-1100 men. Law and Order army attacks Osawatomie. John Brown and 40 Free Staters defend it, but have to retreat. Town burned. Force of 300 from Lawrence, under Lane, drive Law and Order band over Missouri border. Governor prevails upon forces gathered in Lawrence to disband.
- 1857 July-August. Free Staters convene at Topeka, and reaffirm adherence to Topeka constitution. Free State election polls 7,257 for and 24 against constitution.
October 19-November 3. Pro-slavery men convene at Lecompton and frame constitution, a clause of which provides that the "rights of property in slaves now in the Territory shall in no manner be interfered with;" another clause forbids any amendments in constitution, if ratified, until 1864.
November 27. Free State mass meeting at Leavenworth repudiates recent Lecompton constitution.
December 21. Lecompton constitution before people, who were to vote merely "For the constitution with slavery," or "For the constitution without slavery." Vote "with slavery" 6,143; "without slavery" 569. Free Staters refused to vote.
- 1858 January 4. Lecompton constitution, as a whole, is before people, and is rejected (10,226 to 138). Pro-slavery element refuse to vote. President Buchanan (February 2) recommends to Congress to admit Kansas under Lecompton constitution.
March 4. Topeka (Free State) legislature holds last session; no quorum.
March 23. U.S. Senate agrees to President's recommendation, lower house disagrees (April 1), and refuses to act until a constitution ratified by popular vote is submitted. Popular vote (May 18) adopts another constitution, the Leavenworth, but Congress declines to accept it. Pro-slavery band attack Free Staters near Trading Post on the Marais des Cygnes River (May 19). Five killed. A modified Lecompton constitution is rejected by the people (August 2).
May 21. Pike's Peak expedition leaves Lawrence.
- 1859 July 5. Constitutional convention opens at Wyandotte. Completes new constitution (July 29), which prohibits slavery. Constitution ratified by voters (October 4), 10,421 to 5,530. Fort Larned is built.
- 1860 Population 107,206.
February 11. Legislature abolishes slavery in Kansas, overriding veto by governor. Wyandotte constitution laid before Congress.
April. Pony Express established.

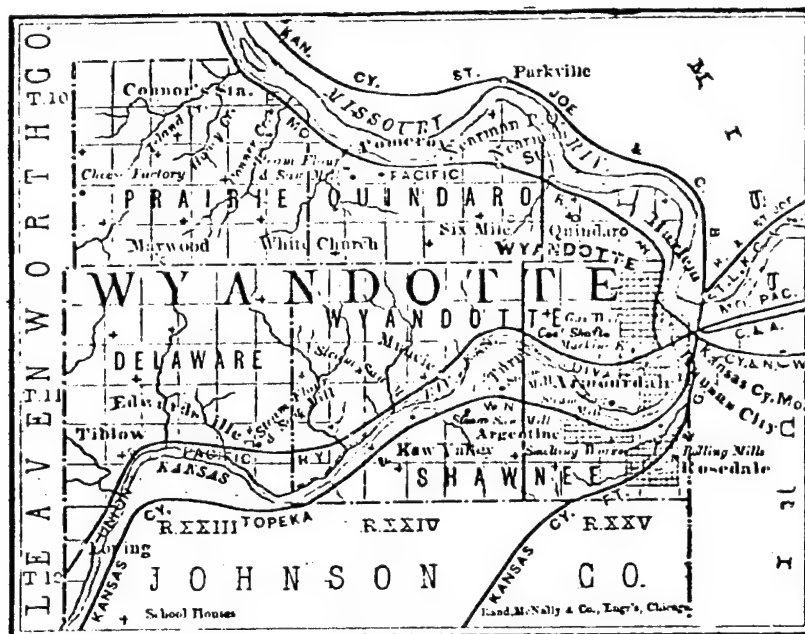
- 1860 Drought makes crop almost total failure; 30,000 settlers leave
(cont) Kansas.
Baptists organize Ottawa University.
- 1861 Last Territorial legislature opens (January 7) at Lecompton,
and closes (February 2) at Lawrence.
January 29. Kansas, under Wyandotte constitution, is admitted
into the Union as the 34th State.
July 18. First daily overland coach, from Sacramento, Calif.,
reaches St. Joseph, Mo., having taken seventeen days.
- 1863 March 3. Congress provides for removal of all Indians from
Kansas.
May-October. Fight between Osage Indians and Confederate sol-
diers near Independence. Quantrill's guerrillas sack and burn
Lawrence, killing about 150 citizens.
- 1864 April. Indians begin attacks on Kansas frontier settlements.
Raids continue for several months.
1865. Civil War ends. Kansas contributed 20,097 men to Union Army.
May. State census; white 127,270; Negro 12,527; Indian 382.
- 1866 January. To foster railroad construction, State legislature
authorizes sale of 500,000 acres of State land.
September. Grasshoppers over-run northern Kansas; are worse
the following spring.
- 1867 Treaties made for removal of Sauk and Fox, Ottawa, Miami and
Wyandot Indians to Indian Territory. Indian village of 300
lodges on Pawnee Fork destroyed by troops under Gen. W. S.
Hancock. Cheyenne, Arapahoe, and Kiowa Indians attack Kansas
border settlements and engineering parties on the Kansas Pacific
R.R. Eighteenth Kansas Volunteer Cavalry, raised to protect
the frontier from Indian attacks, mustered into service.
Medicine Lodge Peace Treaty (October 28) negotiated with five
Plains tribes.
- 1869 April 10. Eight million acres of "Osage Diminished Reserve"
opened for white settlement.
May 3. Site of Kansas City, Kansas surveyed.
May. Sioux and Cheyenne raid northwestern Kansas.
- 1872 July 15. Congress authorizes removal of Osage Indians from
Kansas to Indian Territory.
- 1883 Mennonite immigration to Kansas from Russia begins.
Women's Crusade conducts saloon-smashing campaign.
- 1884 July-August. Plague of grasshoppers.
September. 1,500 Mennonite immigrants from Russia arrive in

- 1884 Topeka, buy 100,000 acres of land, and introduce "Turkey Red"
(cont) wheat to America.
September 10-11. State Temperance Convention meets at Topeka
and starts movement that results in prohibition for Kansas.
- 1885 May. Serious damage to crops by grasshoppers reported.
- 1886 March 4. State legislature abolishes color distinction from
Kansas laws.
- 1878 Last Cheyenne raid in western Kansas.
- 1878- Negroes from former slave states arrive in great numbers.
1879 40,000 reach Kansas by end of 1880.
- 1881 Last cattle drive made to Dodge City. Homesteaders begin to
populate western Kansas.
Bethany College founded by Swedish Lutherans at Lindsborg;
organizes Oratorio Society (1882) and presents first Messiah
Festival.
- 1885 Peak of "great boom" period.
- 1887 Severe drought brings about collapse of agricultural "boom."
- 1889 First county high school in the U.S. established at Chapman.
- 1893 Thousands start from Caldwell and Arkansas City in race for
lands in the Cherokee Strip.
- 1898 Spanish-American War. Kansas sends four regiments.
- 1900 Population 1,470,495.
Carr Nation starts crusade against saloons.
- 1903 Kansas River overflows, causing extensive property damage.
- 1918 End of World War. 80,261 in war service from Kansas.
- 1924 Ku Klux Klan issue becomes leading factor in state.
- 1931 Record Kansas wheat crop of 240 million bushels.
- 1934- Dust storm sweeps Kansas and adjoining States, arousing
1935 interest in soil conservation legislation.

APPENDIX B

COUNTY AND LOCAL HISTORY OUTLINES

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Wyandotte County	84
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Lincoln County	110
Ottawa County	111
Cloud County	113
Mitchell County	114



From: Andreas, 1883

WYANDOTTE COUNTY

Date Established: 1859 (History of Wyandotte Co. 1890:65)

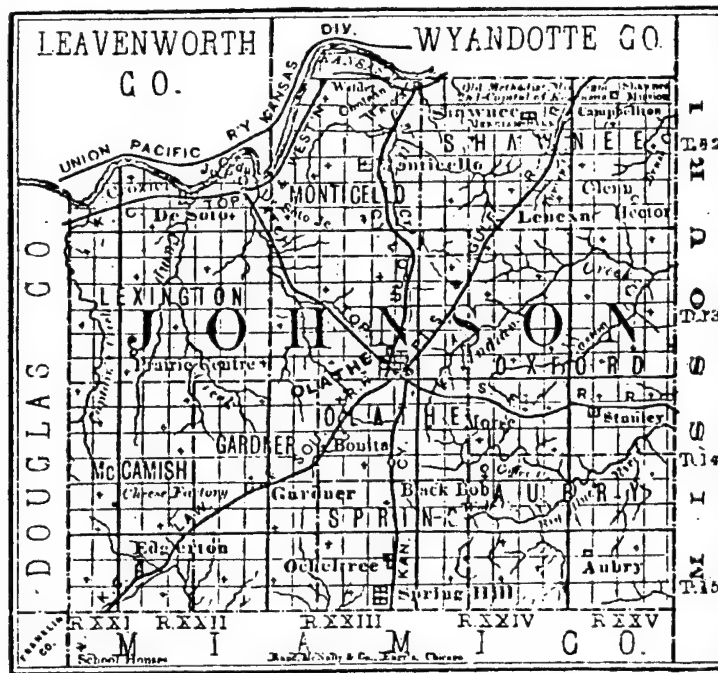
Namesake: Wyandot Indians

Early Settler(s): Moses Grinter is considered the first settler in the county. He settled near the present location of Muncie in 1831 and began operating a ferry across the Kansas River (Andreas, 1883: 1226). Thomas Johnson, a Methodist minister, established a mission school for the Delaware Indians in 1829 on the site of present-day Turner. The mission became a stopping place for travelers on both the Oregon and Santa Fe Trails (Davis, 1976:29-30). The Chouteau brothers established themselves on the south side of the Kansas River opposite Muncie in 1821 (Andreas, 1883:1240). The first white settler after French traders to locate upon present site of Kansas City was James H. McGee, who entered 80 acres each in Sections 5, 7, and 8 on November 14, 1828 (Ibid.).

Early Settlements: April 1837. Rev. John G. Pratt established a Baptist Mission among the Delawares on Sect. 10, T30, R23, west of Wyandotte City (Andreas, 1883:1226). Wyandots built houses on land purchased from Delaware Indians, at site of future Wyandotte City in 1843-1844 (Ibid.). Muncie, opposite side of the river from Chouteau's trading post was established in 1825 (Ibid.:1254). Edwardsville was platted in 1869 (Blackman, 1912:567).

Notable Sites/Events: Rev. Esquire Gray-Eyes convinced Wyandot Indians to build a 30' x 40' hewn log church about three miles from the confluence of the Missouri and Kansas River in present-day Kansas

City. The parsonage, situated about 1/2 mile from the confluence of the Kansas and Missouri Rivers, was the first two-story frame structure in the county (Andreas, 1833:1228). July 1844, first free school building in territory of Kansas completed in Wyandotte City, on east side of Fourth Street between Kansas and Nebraska Avenues. Sometimes called the Council House, it was a frame building with double doors. J. M. Armstrong was the contractor and first teacher (Ibid.).



From: Andreas, 1883

JOHNSON COUNTY

Date Organized: 1855 **Namesake:** Rev. Thomas Johnson, Missionary to the Shawnee Indians (Blackman, 1912:32).

Early Settlers: Rev. Thomas Johnson came to the area in 1829 and established a mission and school for the Shawnee Indians. First free-state men to settle in the county were Thomas E. Muluane, Wm. Williams, and Dr. I. James in 1857 (Ibid.:33).

Early Settlement: Shawnee lands were thrown open in 1851 and many towns were organized soon after. DeSoto was laid out in 1857 (Ibid.:516).

Early Post Offices: Post office at DeSoto was established in 1860 (Ibid.).

County Seats: First county seat was located at Shawnee; however, it was moved to Olathe in 1858 (Ibid.:34).

Notable Sites/Events: The Kansas City and Santa Fe railroad was completed in Ottawa in 1870 and the St. Louis, Lawrence and Denver railroad was built from Lawrence to Pleasant Hill 1871 (Ibid.:33). First school in the county was the Shawnee mission school established in 1829. Associated with the school was a carpenter's shop, blacksmith shop, shoemakers shop, a steam grist mill and saw mill (Ibid.: 35). The first newspaper published in the county was the Olathe Herald appearing in 1859 (Ibid.).



From: Andreas, 1883

LEAVENWORTH COUNTY

Date Organized: 1856 (Blackman, 1912:123)

Namesake: Col. Henry H. Leavenworth (Ibid:124)

Early Contact/Exploration: By 1757 the Missouri River route to the west was known to French voyageurs and fleets of boats came down the river each spring laden with furs (Ibid.).

Early Settlements: Methodist mission was established in the NE part of the county in 1833. Fort Leavenworth was established in the Spring of 1827 (Ibid.).

County Seats: Leavenworth was declared the county seat in 1857 and Jeremiah Clarke donated land for the courthouse, which was erected in 1873 (Ibid.:126).

Notable Sites/Events: First school in the county was started in 1855 by Rev. J. B. McAfee (Ibid.). The Herald was the first newspaper in the county being issued in 1854 (Ibid.:127). The Kansas Pacific railroad was started in 1863 at Wyandotte and completed to Denver within two years, Leavenworth being one of its terminals (Ibid.).

Comments: Limestone and sandstone for building are abundant and extensively quarried near Leavenworth (Ibid.:124).



From: Andreas, 1883

DOUGLAS COUNTY

Date Organized: 1855

Namesake: Stephen A. Douglas

Early Contact/Exploration: John C. Fremont camped near the present site of Lawrence in 1842.

Early Settlers: Napoleon N. Blanton was at Blanton's Bridge which crossed the Wakarusa River four miles south of Lawrence in 1854. A. G. Glenn and M. S. Winter were among the first settlers at Lecompton in 1854 (Andreas, 1883:308).

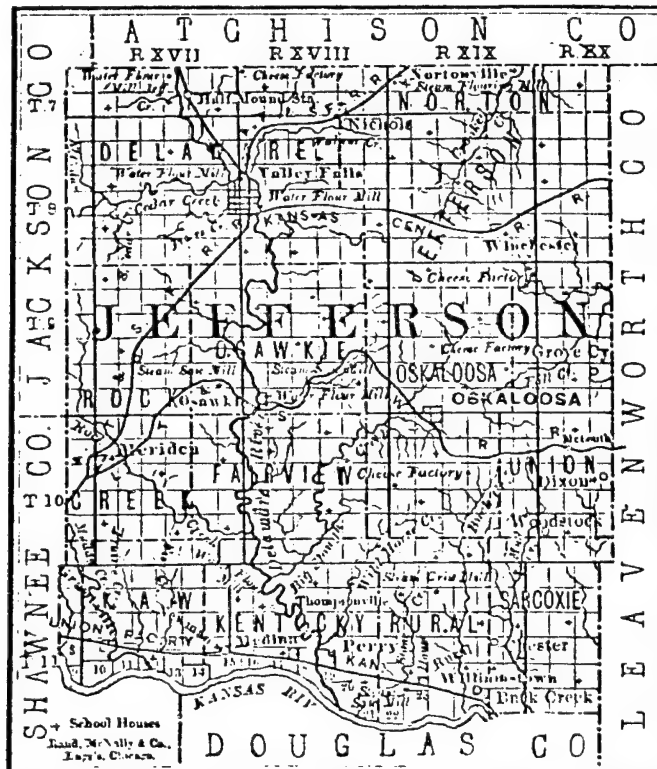
Early Settlements: Lecompton was organized in 1855 and Lawrence was laid out in 1854 originally being named "Wakarusa" (Ibid.:310). Eudora was organized in 1857 (Ibid.:353).

County Seats: Lecompton - 1855, moved to Lawrence in 1858 (Ibid.:310).

Notable Sites/Events: Ferries operated at Douglas City by Paris Ellison, and Lecompton by Wm. Simmons and Wesley Garnett (Ibid.:316). An institution called the University of Lawrence (later to become the University of Kansas) was opened on April 11, 1859 in Lawrence under the auspices of the Presbyterian Church (Ibid.:323). First bridge completed across the Kansas River at Lawrence was finished in 1863. It was of the Howe truss pattern consisting of five wooden spans resting on stone piers (Ibid.:327). The only mill using direct water power in the county was erected at Lawrence in 1878 by J. H. Gower, J. Gower and J. W. Houghtellin. It was a

stone structure four stories high capable of milling 400 barrels of flour a day. Lecompton operated as the territorial seat of government from 1857-1858 (Ibid.:351).

Comments: The Wakarusa River runs through the central part of the county from west to east and empties into the Kansas River in Eudora Township (Ibid.:308).



From: Andreas, 1883

JEFFERSON COUNTY

Date Organized: 1855

Early Contact/Exploration: Prof. Say and his party accompanied the U.S. Government Exploring Expedition of Major Long in 1819. Proceeded almost as far west as Manhattan on Kansas River (Andreas, 1883:499).

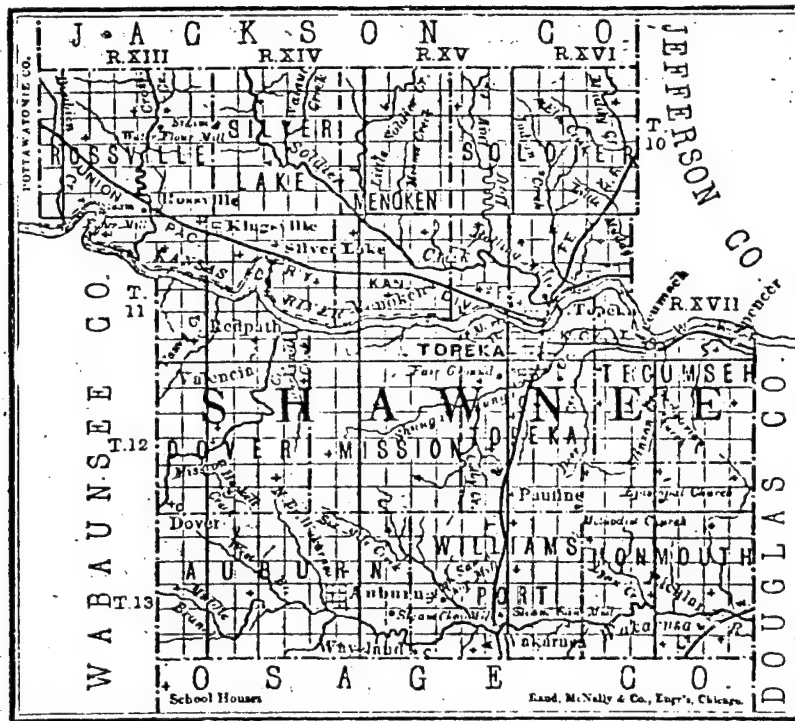
Early Settlers: Daniel Morgan Boone, son of Daniel Boone, appointed "Farmer for the Kansas Indians" in 1827 (Andreas, 1883:499).

Early Settlements: Daniel Morgan Boone's settlement on north bank of Kansas River in southern Jefferson County, about 2½ miles southeast from Williamstown (Ibid.:479). 1851 - A few Mormon families stopped at what is now Thompsonville on the Delaware River on their way to Salt Lake (Ibid.). 1854 - A great number of settlers located themselves on the military road from Ft. Leavenworth to Ft. Riley, and along the Kansas River. A large immigration to Jefferson County occurred in 1855 (Ibid.:500). Great immigration to Jefferson County during 1857 and following Civil War (Ibid.:502-3). Perry was platted 1865, incorporated 1871 (Ibid.:521).

Early Post Offices: Osawkie, March 15, 1855 (Ibid.:500).

County Seats: Osawkie was original county seat, moved to Oskaloosa in 1858 (Ibid.:504).

Notable Sites/Events: By 1865 - Kansas Division of the Union Pacific Railroad built across Southern Jefferson County (Ibid.:503). First store opened at Perry before 1865 by G. B. Carson and Bro. Earliest buildings erected in Perry - the Josiah Terrell house, and the Perry Hotel (1866) {Ibid.:521}.



From: Andreas, 1883

SHAWNEE COUNTY

Date Established: 1857

Early Settlers: Frederick Chouteau started a trading post on the west bank of Mission Creek (then American Chief Creek) - 1830. Major Daniel Boone was in Shawnee County by 1835. Joseph and Achan Pappan established a ferry at the present site of Topeka in 1842 (Andreas, 1883:532). Ethnic immigrants to Shawnee County: 1860's - Reich Germans arrived; 1875-1885, peak of German-Russian immigration; 1870's-1880's immigration of Swedes; late 1870's-1880's, Black Exodusters flocked in; 1910-1925, Mexican immigrants (Topeka-Shawnee, 1974:13); American Germans settled near Tecumseh, Reich Germans below West 6th Street in Topeka, German-Russians in "Little Russia" in North Topeka, Swedish west of Reich German area. Blacks had scattered settlements on south bank of Kansas River such as "The Bottoms," Richie's addition "The Sands," "Mud Town" and "Tennessee Town" (Ibid.).

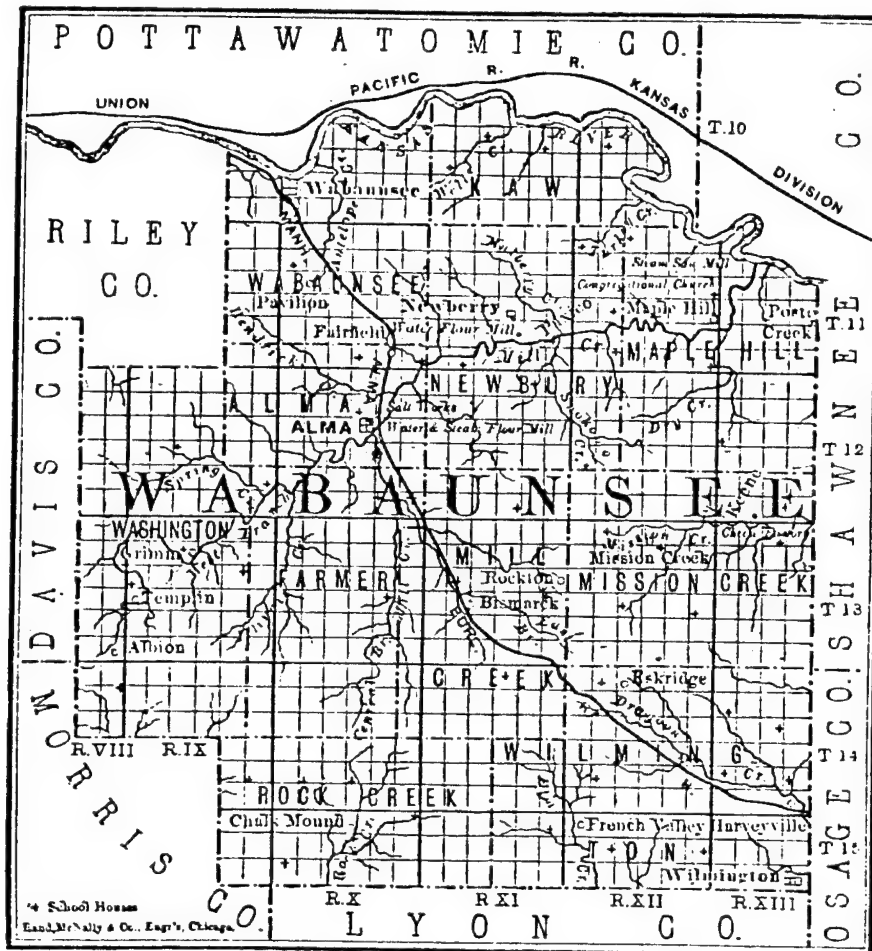
Early Settlements: Mission for the Pottawatomies established in 1847 by Fr. J. B. Hocken on present site of Auburn; accidentally located on Shawnee reservation, moved north. Rev. Robert Simerwell made first settlement in present township of Williamsport in 1854. Site of Tecumseh located - 1854; incorporated, August 1855. Topeka established - December 1854, incorporated, 1857 (Ibid.:532-4,9).

Early Post Offices: March 1855 - Post Office established at Topeka (Ibid.:539).

County Seats: Tecumseh designated first county seat - July, 1855.
County seat moved to Topeka in 1859 (Ibid.:533).

Notable Sites/Events: First farm cultivated by a Frenchman, Clement Shattio, one mile northwest of Topeka on south bank of Kansas River, T11S, R15E, S.25, N 1/2 (Ibid.:532). First steamboat (the Emma Harmon) arrived at Topeka after a 6 day trip from Lawrence (Ibid.:540). State capital moved to Topeka - 1861; temporary capital building built on west side of Kansas Avenue between 4th and 5th Streets (Ibid.:546). North Topeka was originally called Eugenia (Blackman, 1912:814). Carrie Nation waged anti-saloon campaign in Topeka in 1901 (Ibid.). North Topeka struck by severe flooding in 1901 (Ibid.).

Comments: Good brick clays well distributed in Shawnee County.



From: Andreas, 1883

WABAUNSEE COUNTY

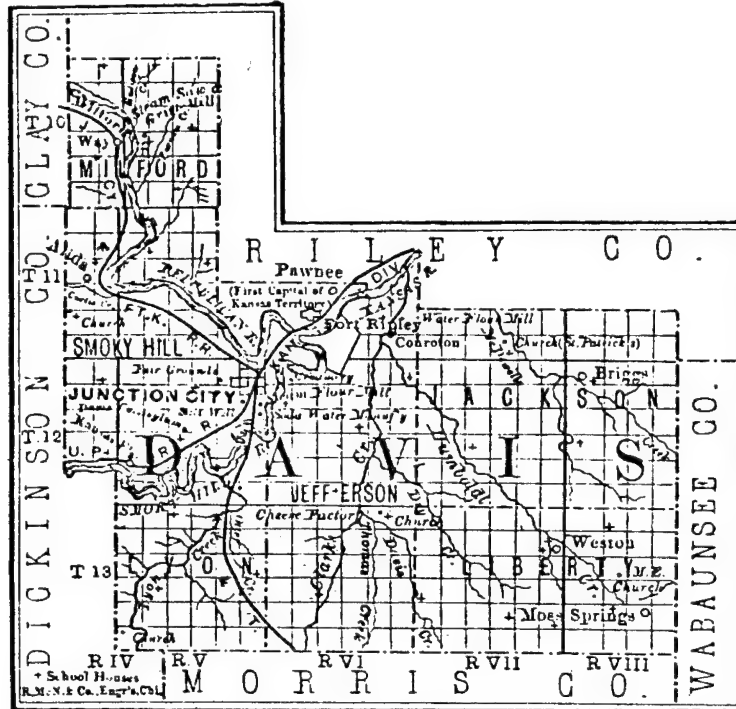
Date Established:

Early Settlers: Peter Sharra, B. Sharra, et al. settled in Wabaunsee Township, bordering the Kansas River, 1854 (Andreas, 1883:988).

Early Settlements: Beecher Rifle Company, or New Haven Colony, arrived in Wabaunsee County in April 1856. Wabaunsee is considered the oldest settlement in the county, being platted in 1856 by the Beecher Rifle Company (Ibid:996). First settlement of Wabaunsee was actually by a colony of 34 people of mixed nationalities who settled there in 1854 (Blackman, 1912:850). By the end of 1857, there were 400 settlers in Wabaunsee County (Andreas, 1883:988).

County Seats: Wabaunsee was the county seat 1859-1966, then the seat was relocated to Alma (Blackman, 1912:850).

Notable Sites/Events: The Pottawatomie Reservation was located on both sides of the Kansas River, part in Pottawatomie County, part in Wabaunsee County. Approximately 2000 Indians were located on the Wabaunsee County side (Andreas, 1883:989). Underground railroad stations were located at Mission Creek and Wabaunsee (Ibid.).



From: Andreas, 1883

GEARY COUNTY

Date Organized: Davis Co. 1855, Geary Co. 1889

Namesake: Jefferson Davis, John W. Geary.

Early Contact/Explorations: Coronado - 1542, Bourgmont - 1724 (Blackman, 1912:715).

Early Settlers: Thomas Reynolds settled near present location of Ogden in 1853 (Ibid.).

Early Settlements: Pawnee established in 1854, became first territorial capital in 1855 (Ibid.:716).

Early Post Offices: Established at Fort Riley in 1853. Robert Wilson as postmaster (Ibid.:715).

County Seat: Junction City established and made county seat in 1860 (Ibid.:717).

Notable Sites/Events: Union Pacific Railroad reaches Junction City Nov. 10, 1866. First county newspaper, Sentinel, edited by B. H. Keyser in 1859. Fort Riley established in 1853 by Major A. E. Ogden (Ibid.).

Comments: The county is well watered by the Republican and Smoky Hill rivers which unite near Junction City to form the Kansas River (Ibid.:718).



From: Andreas, 1883

POTTAWATOMIE COUNTY

Date Organized: 1857, originally part of Riley County.

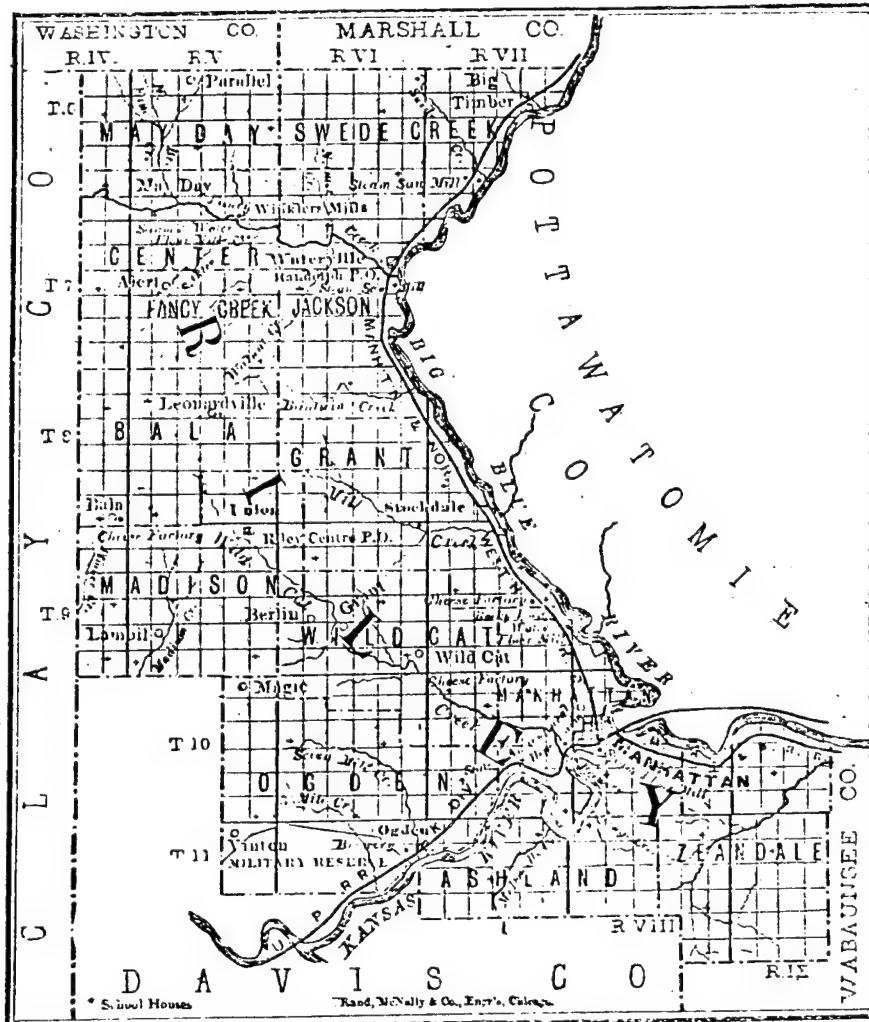
Namesake: Pottawatomie Indians.

Early Settlers: Robert Wilson staked the first claim in the county in 1853 at the present site of Louisville and erected the first house outside Pottawatomie Reserve (Andreas, 1883:974).

Early Settlements: Jesuit mission was established at St. Mary's in 1848 (Ibid:976).

County Seats: St. George was the first county seat, moved to Louisville in 1861, and finally moved to the present seat, Westmoreland in 1882 (HRS, Pot Co, n.d.:59-62).

Notable Sites/Events: First buildings at St. Mary's were built of logs by Indians on their own lands (Ibid.:64). Wamego was established in 1866 by Hugh S. Walsh (Andreas, 1883:179). Judge Huggins and Dr. Sabin erected the county's first flouring mill in 1856 (Ibid.:974).



From: Andreas, 1883

RILEY COUNTY

Date Organized: 1855

Namesake: Fort Riley

Early Contact/Exploration: John C. Fremont followed the Kansas R. to the site of Fort Riley in 1843 (Blackman, 1912:584).

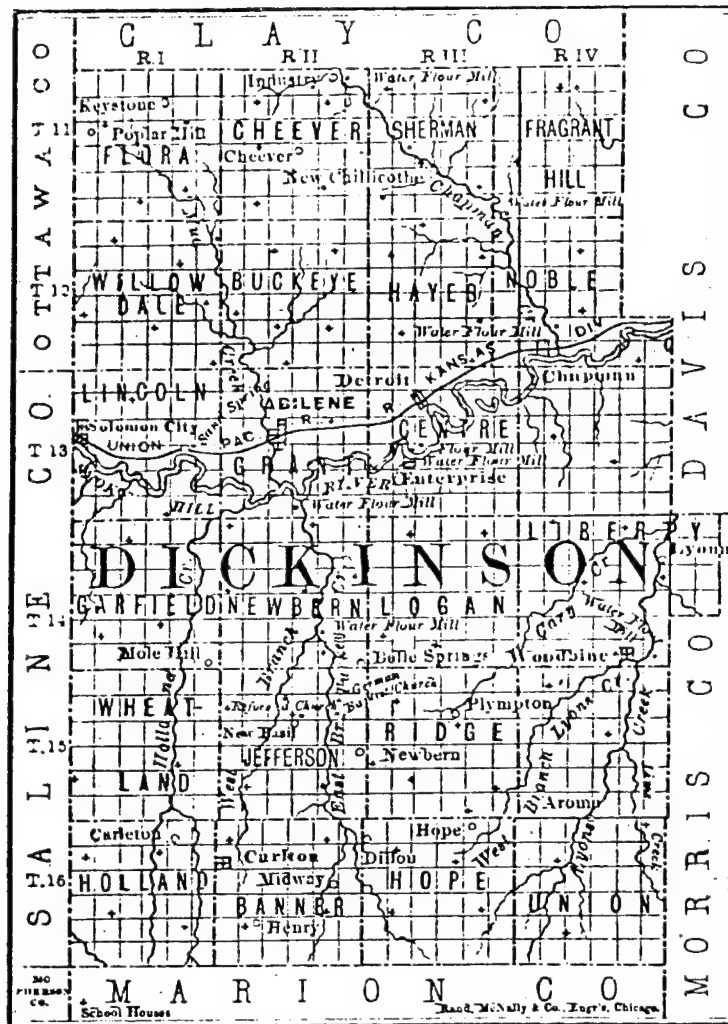
Early Settlers: Samuel Dyer; operated a government ferry at Juniata a few miles above Manhattan on the Big Blue River in late 1853 (Ibid.).

Early Settlements: Juniata, 1853 (Ibid.).

Early Post Offices: Ashland - 1853 with M. D. Fisher as postmaster; Zeandale Township in 1857 with D. M. Adams as postmaster, and Stanton - 1869 (Ibid.:585).

County Seats: First county seat was at Ogden where a provisional court-house was rented; moved to Manhattan in 1857 (Ibid.:584).

Notable Sites/Events: First territorial capitol located at Pawnee, just east of the military reservation (Ibid.). The first schools were established at Manhattan and Ashland Township in 1857 with Marcia Woodward teaching the latter (Ibid.:585). Fort Riley was established in 1853 by Major A. E. Ogden and named for Maj. Gen. Bennett Riley (Whittemore, 1936:25). South branch of the California Trail ran through Manhattan (Blackman, 1912:589).



From: Andreas, 1883

DICKINSON COUNTY

Date Organized: 1857

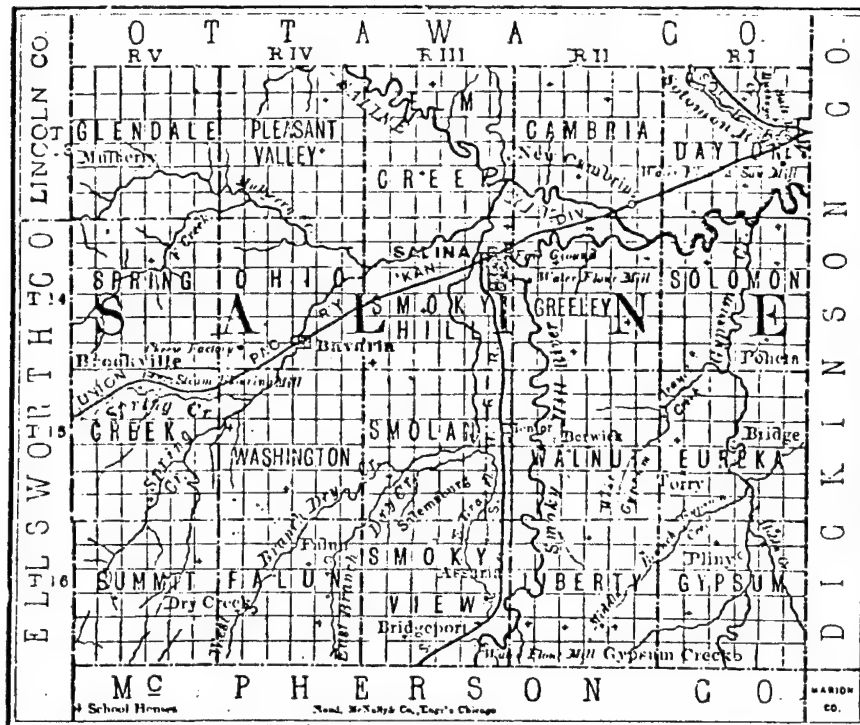
Namesake: Daniel S. Dickinson of New York, a U.S. Senator (Andreas, 1883:684).

Early Settlers: Lenon family settled on Chapman Creek in 1885 (Ibid.).

Early Settlements: Newport was established in 1857 about a mile east of where Detroit now stands (Sec. 3, T13S, R3E). Abilene was laid out in 1860 by C. H. Thompson (Ibid.:685).

County seats: Newport - 1857, moved to Abilene in 1861.

Notable Sites/Events: Flood of 1869 submerged the entire county north of the Smoky Hill River (Ibid.:686). Kansas Pacific railroad was completed east-west across the county in 1866 (Ibid.). First school in the county was organized in 1859 on Lyon Creek in Liberty Township (Ibid.:687). The Abilene Mill, located on the Smoky Hill River about two miles south of Abilene (Ibid.:688). The Solomon Valley Mill, located at Solomon City at the confluence of the Solomon and Smoky Hill rivers was erected in 1872 by Wm. Smith (Ibid.). Solomon City laid out in 1866 and Enterprise in 1872. C. Hoffman erected a frame grist mill 300 yards east of Enterprise on the opposite side of the Smoky Hill River in 1868. A large stone mill built by Hoffman in 1873 stood beside the frame mill.



From: Andreas, 1883

SALINE COUNTY

Date Organized: 1859

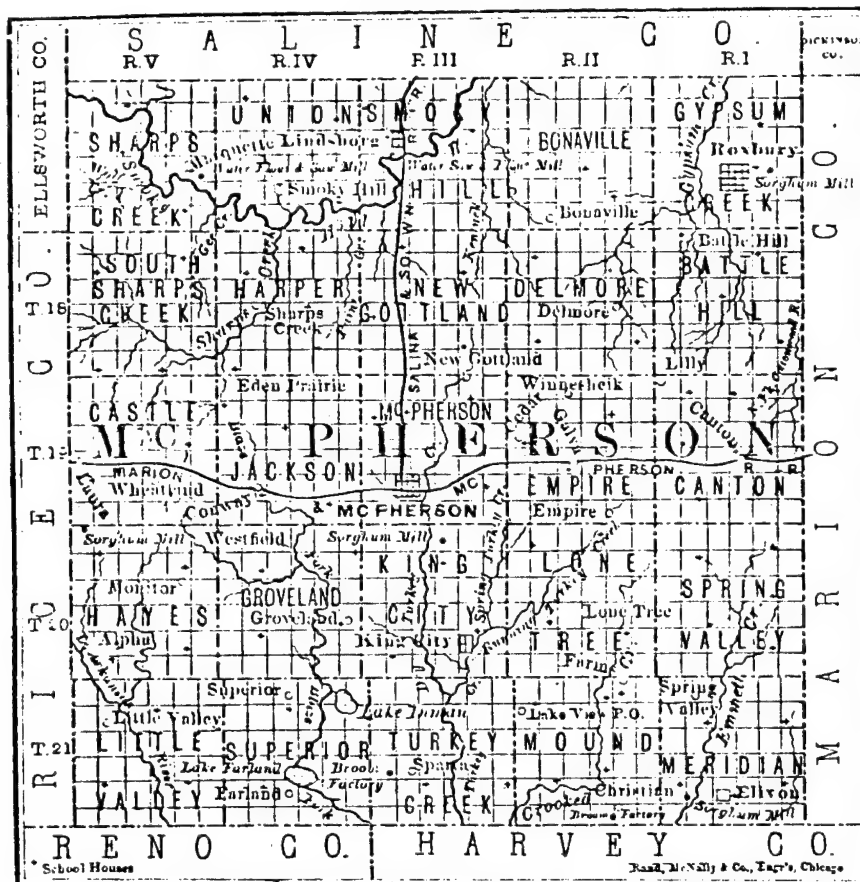
Early Settlers: Preston B. Plumb, a Mr. Hunter, a Major Pierce at the mouth of the Saline River (Mariposa) - 1856 (Blackman, 1912:635-6). Richard Mobley at the mouth of the Solomon River - 1856 (Ibid.). By 1868, settlers were in every part of Saline County (Ibid.:637-8).

Early Settlements: 1856 - Preston B. Plumb, a Mr. Hunter, and a Major Pierce attempted to establish a settlement at the mouth of the Saline River, calling it Mariposa; soon abandoned (Ibid.:635-6). Richard Mobley selected a town site at mouth of the Solomon River in 1857; eight cabins built, two occupied, soon abandoned (Ibid.) Salina, founded in 1858 by Col. W. A. Phillips, A. M. Campbell, and James Muir, was the first permanent settlement in Saline County (Ibid.).

Early Post Offices: Post office established in Salina in 1861, A. M. Campbell as postmaster; prior to this, no post office was located west of Ft. Riley.

County Seats: Salina was made the county seat in 1860 (Ibid.:636).

Notable Sites/Events: Salina was the farthest town west in 1859, became an important supply station for travelers. Immigrants headed for Pike's Peak, New Mexico and other western points furnished Salina with considerable business (Ibid.:634-7). In 1865, Ernest Hohneck located about 9 miles west of Salina and established a ranch and a store where Bavaria now stands (Ibid.).



From: Andreas, 1883

McPHERSON COUNTY

Date Organized: 1870

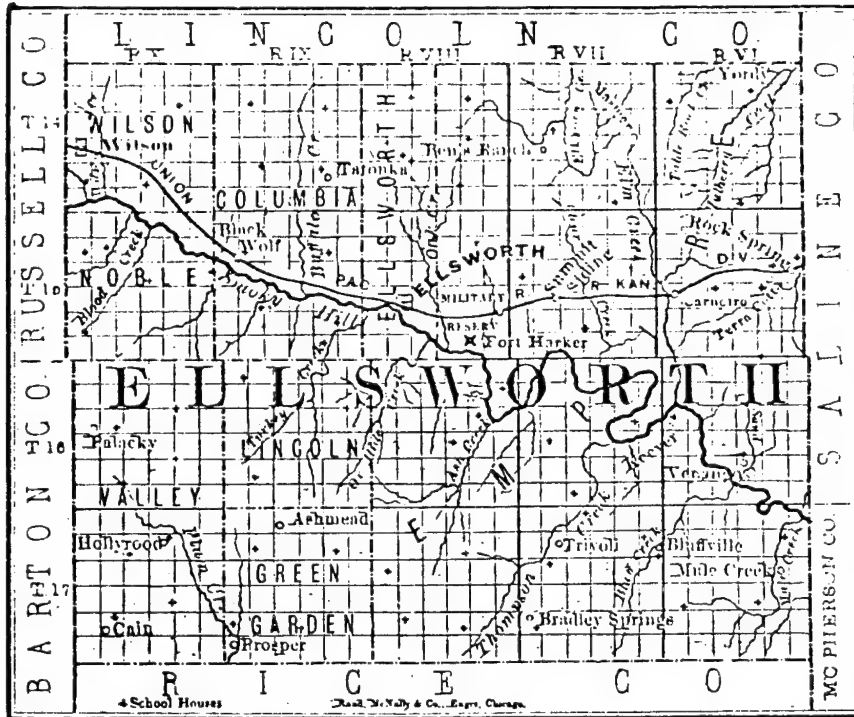
Early Settlers: The first settler is thought to have been Isaac Sharp who laid claim in the winter of 1860 on a creek which bears his name. A ranch was established for the accommodation of travelers on the Santa Fe trail and was maintained by Charles Fuller. It was located about seven miles east of the present town of McPherson (Blackman, 1912:206).

Early Settlements: In 1866 settlers began to arrive in the county in considerable numbers. In 1868 several colonies of Swedes were established, one in the vicinity of the present town of Marquette and another at the town of Lindsborg (Ibid.:207).

County Seats: The first county seat was located at Lindsborg in 1870; however, it was moved to McPherson in 1873 (Ibid.:208).

Notable Sites/Events: In 1879 the first railroad was built in the county; the Marion and McPherson branch of the Atchison, Topeka and Santa Fe. The Kansas & Southwestern was completed in McPherson in 1880 (Ibid.:208-209). Smoky Valley Roller Mills built in 1872 by Charles J. Johnson at Lindsborg. The original mill housed two grinding stones and sawmill. It was a wooden structure with a wood and stone dam. It was rebuilt in 1889 and converted to a roller mill. The mill was bought in 1889 by Theodore Teichgraber who built the three story brick and cement mill in 1898 which stands today and operated until 1855 (Bruce, 1974:9). Bethany College was opened at Lindsborg in 1881. The Kansas Posten, which was at the time the only Swedish newspaper in Kansas, was published at Lindsborg in 1882 (Blackman, 1912:165). H. S. Bacon constructed a water mill at Marquette around 1874 (Ibid.:227).

Comments: McPherson is one of the best wheat producing counties in the state.



From: Andreas, 1883

ELLSWORTH COUNTY

Date Organized: 1867 **Namesake:** Allen Ellsworth, a lieutenant in the Army who built Fort Ellsworth on the Smoky Hill River in 1864 (Blackman, 1912:581)

Early Settler(s): Early settlers entered the county in the late 1850's along Thompson Creek, included P. M. Thompson, Adam Weadle, D. H. Page, D. Cushman and Joseph Lehman. T. D. Bennett moved to the county in 1861 with his wife who was the first white woman in the area (Ibid.:584).

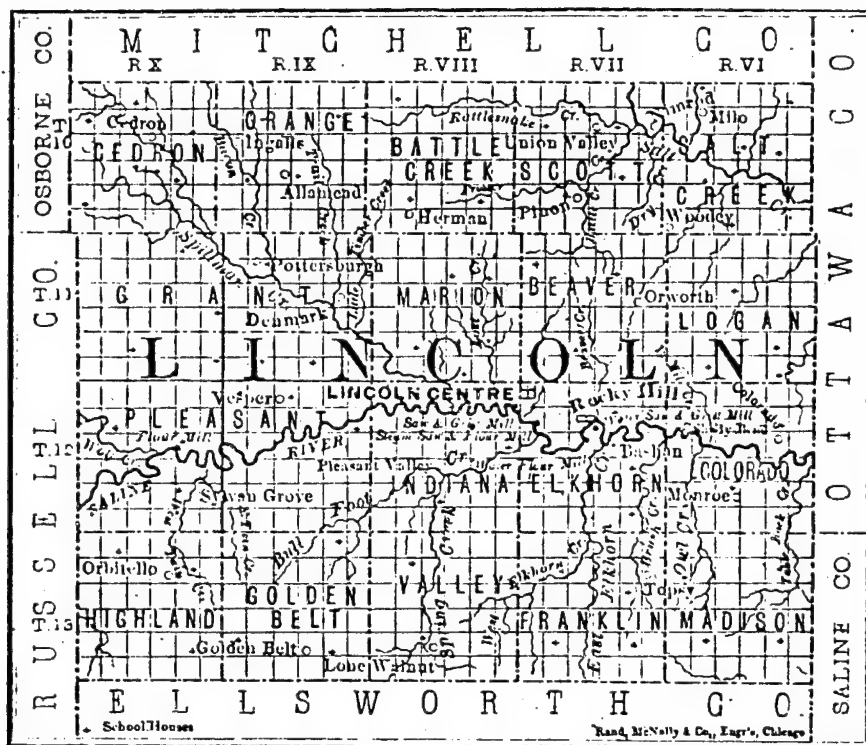
Early Settlements: Not until 1873 that rapid settlement began. Town site of Ellsworth was surveyed in 1867 (Andreas, 1883:1276).

County Seats: Ellsworth was made county seat and the courthouse was completed in 1872 (Blackman, 1912:583).

Notable Sites/Events: First paper in the county was the Ellsworth Reporter, followed by the Wilson Echo published by S. A. Coover in 1879 (Ibid.).

Kansas Pacific railroad, which followed the general course of the Smoky Hill River was built in 1868 (Ibid.).

Comments: Principal water course is the Smoky Hill River which enters the county about six miles south of the NW corner and flows in a SE direction leaving the county about five miles north of the SE corner (Ibid.).



From: Andreas, 1883

LINCOLN COUNTY

Date Organized: 1867

Namesake: Abraham Lincoln

Early Contact/Exploration: Bourgmont - 1724, Pike - 1806.

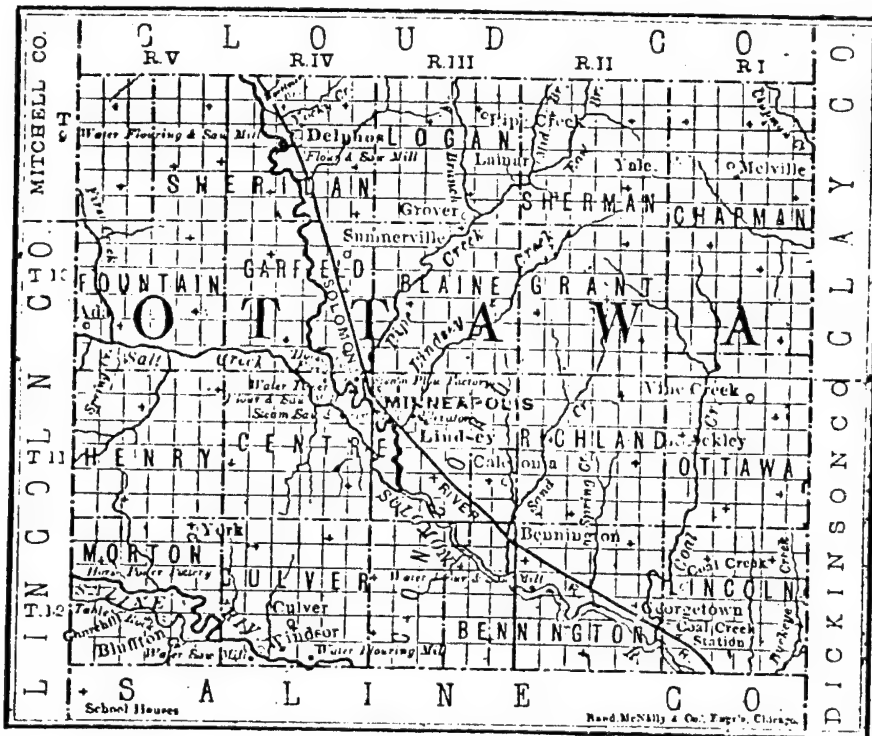
Early Settlers: Charles, William, and Marion Chase, located between Beaver Creek and Saline River (Blackman, 1912:162).

Early Settlements: Members of the First Colorado Cavalry settled near the present site of Beverly in 1865 (Ibid.).

County Seats: Abram - 1871, Lincoln - 1872.

Notable Sites/Events: The first school was taught in Martin Henderson's house in 1868 by Marion Ivy (Ibid.:163).

The county's first newspaper, the Lincoln County News, was published in 1873 by F. H. Barnhart (Ibid.).



From: Andreas, 1883

OTTAWA COUNTY

Date Organized: 1866

Namesake: Ottawa Indians

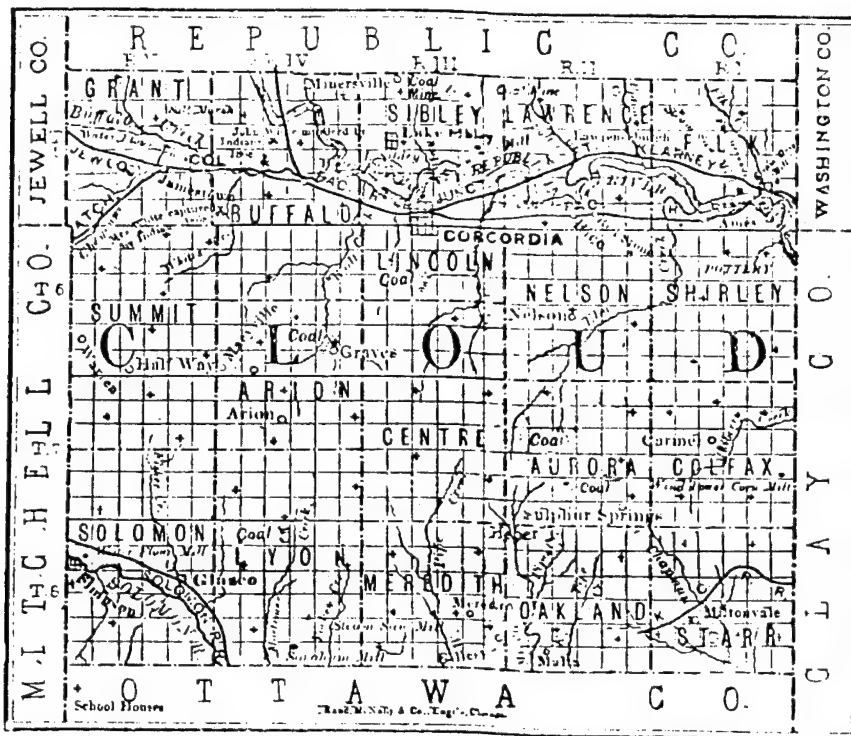
Early Settlers: Wm. Still, George Darling and LaPere built cabins at the mouth of Coal Creek in 1855. S. M. Wright and E. W. Branch settled near present site of Minneapolis in 1859. Fort Solomon built on Solomon River in 1864, enclosing several log cabins. Discharged soldiers rapidly settled the county after the Civil War (Blackman, 1912:524-5).

Early Settlements: Minneapolis laid out in 1866 by Israel Markley, et al., originally called "Markley Mills;" incorporated 1870 (Ibid.:289). Delphos platted in 1870 by W. A. Keizer (Ibid.:507).

Early Post Offices: 1864 - post offices established at Bennington, with S. Z. Boss as postmaster, and at Ayresburg with J. C. Boblett as postmaster (Ibid.:426). 1868 - post office established at Delphos with Levi Yockey as postmaster (Ibid.:507).

County Seat(s): Minneapolis established as county seat - 1872 (Ibid.:425). County seat moved to Minneapolis from Ayersburg (Ibid.:289).

Notable Sites/Events: First school in county at Concord - 1864. First mill in county built at Elkhorn by Israel Markley. First store in county opened by Col. John Kerwin at Ft. Solomon - 1866. First railroad in Solomon Valley was branch of Kansas Pacific, built to Minneapolis in 1877 and extended to county line two years later (Blackman, 1912:426).



From: Andreas, 1883

CLOUD COUNTY

Date Organized: 1866 (originally Shirley Co.)

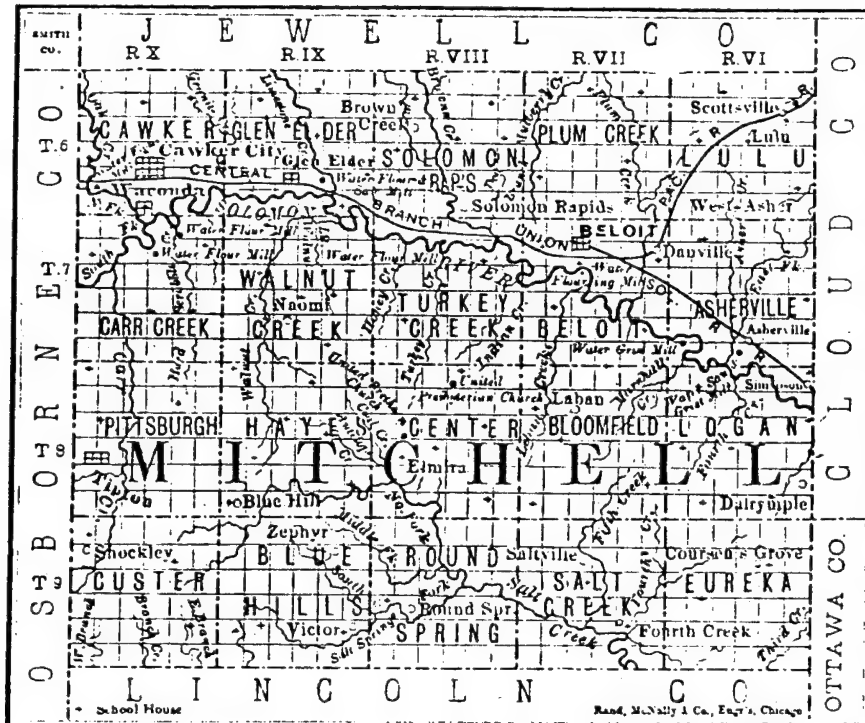
Namesake: Col. W. F. Cloud of the 2nd Kansas Cavalry.

Early Settlers: John and Lew Fowler are believed to have been the first white men to attempt to settle in Cloud County in the fall of 1858 (Andreas, 1883:1014).

Early Settlements: In 1859 the Fowler Brothers and G. W. Brown platted a town site and designated it Eaton City. John Allen and Sutton McWharter took claims north of the Lake Sibley in 1860 on the military road to Ft. Kearney and named their town Union City (Ibid.). Glasco was laid out in the spring of 1870 by Isaac Biggs (Ibid.:1021).

County Seats: Elk Creek (now Clyde) was designated as the first county seat of Cloud County in 1866; however, the seat was moved to Concordia in 1870 where it remains today (Ibid.:1016).

Comments: Limestone is the principal building material. Red sandstone occurs along the Solomon River. Excellent brick clays are found in all parts of the county (Ibid.:1014).



From: Andreas, 1883

MITCHELL COUNTY

Date Organized: 1870

Early Settlers: In the fall of 1867 a few settlers located in the county. Several log houses were built along the Solomon River between Solomon Rapids and the eastern county line. The first white settler is believed to be Joseph Decker who early in 1866 located on the Charles Davis farm north of Glen Elder (Andreas, 1883:1022). Indian hostilities plagued early settlers through the late 1860's (Ibid.).

Early Settlements: Glen Elder was established in 1871 by Neve & Spencer and was originally called West Hampton (Beloit Call, Nov. 21, 1953). Beloit was first settled in 1868 and was originally known as Willow Springs. No permanent work was done until 1869 when T. F. Hersy bought the mill site of Mr. Bell. By 1880 the saw mill was operational (Andreas, 1883:1023).

Early Post Offices: Glen Elder post office was located originally 1/2 mile north of the present town (Ibid.:1028).

County Seats: Beloit was selected as the county seat in 1870 (Ibid.:1023).

Notable Sites/Events: In the late 1880's the milling industry was very important as the Solomon River provided plenty of water power potential (Andreas, 1883:1022).

Simpson's Mill, one of the oldest in the county was located on the county line at the village of Simpson. A mill was built five miles west of the eastern county line in 1874 by Williams & Finnigan of Beloit called the Tanquary Mill. The Jamison brothers built a mill six miles west of Beloit with two run of buhrs. The Kawl and Nash flour mill at Glen Elder had three run of stone and was built in 1871 by Neve & Spencer. T. F. Hersy had a homestead and mill located three miles south of Cawker City (Andreas, 1883:1022).

An iron bridge was built across the Solomon River at Beloit in 1873 (Ibid.:1023). Notable buildings in Beloit include the Post Office bldg. built on Main St. in 1876; the Avenue House Hotel on the corner of Main St. and Hersy Ave. built in 1875 by Frank McGrath and H. Bramwell (Ibid.).

A flour mill was operated by Hon. T. F. Hersy and continued by Messrs. Vreeland and Sheldon. It was a four-story frame building with 7 run of stone and two roller mills (Ibid.:1024).

APPENDIX C

EARLY MILLS ESTABLISHED ALONG THE
KANSAS RIVER AND TRIBUTARIES

EARLY MILLS

<u>FSA No.</u>	<u>Mill/Type</u>	<u>Builder/Owner</u>	<u>Location</u>	<u>Date</u>	<u>Extant</u>	<u>Comments</u>
KANSAS RIVER - WYANDOTTE COUNTY						
-	Grist and Sawmill, water powered (Fitz, 1910:54)	Matthias Splitlog	Wyandotte	1852	-	-
-	Flour/Sawmill, steam (Fitz, 1910:54)	John McAlphine James Washington	Wyandotte County	1858	-	1st steam mill in county
-	Old Dutch Windmill, wind power (BLI Report:173)	A. Palm, and John H. Wilder	Lawrence- 1 mile west	1863	-	-
-	Pacific Mill (Lawrence Journal World 1/23/46)	Schultz	Corner of 11th and Connecticut Streets, Lawrence	1860's	-	-
POTTAWATOMIE COUNTY						
-	*Old Dutch Mill (West, 4/1/61:n.p.)	-	Wamego	-	yes	Moved from Ed Regnier farm to Wamego in 1925

<u>FSA No.</u>	<u>Mill/Type</u>	<u>Builder/Owner</u>	<u>Location</u>	<u>Date</u>	<u>Extant</u>	<u>Comments</u>
KANSAS RIVER - SHAWNEE COUNTY						
-	Sawmill (Topeka Mail and Breeze Historical Edition, 5/22/1896:n.p.)	W. L. Gordon	Kansas Ave. north of Rock Island Depot, Topeka	1856	-	-
-	Oakland Woolen (Topeka Journal 12/3/1898, n.p.)	-	Oakland St. Topeka	1897	-	2 story brick 60' x 120', wings 40' x 60'
-	Farmer's Exchange Mill (Lewis, Topeka Journal 8/3/51:n.p.)	-	17th and Fillmore,	1890	No razed 1951	Frame, w/stone foundation
-	Sawmill (Club Member:8)	New England Emigrant Aid Society	On Kansas River about where Old Santa Fe shops stood (1909)	Pre-Civil	-	-
-	Saw/Grist Mill (West 2/18/61:n.p.)	H.W. Farnsworth, S.T. Walkey, Abel Merrill	-	1856	-	-
-	Forbes Brothers Mill (Topeka Capital 4/20/55:n.p.)	-	115 W. Laurent, N. Topeka	Pre-1887	No razed 1899	-
-	Topeka Flour Mills (Shawnee City Clippings, 28:n.p.)	Herbert Hackney	126 N. Jefferson Topeka	ca. 1871	-	-

<u>FSA No.</u>	<u>Mill/Type</u>	<u>Builder/Owner</u>	<u>Location</u>	<u>Date</u>	<u>Extant</u>	<u>Comments</u>
KANSAS RIVER - SHAWNEE COUNTY (cont'd)						
-	Mid-Continent Woolen Mills (Topeka Daily Capital 7/29, 8/21, 1894: n.p.)	Mr. Appleyard	-	1894	-	May have been first woolen mill in Topeka
-	Topeka Sugar Co. (Longstaff, 1953:n.p.)	-	Southwest of Topeka on banks of Kansas River on main line of Chicago, Kansas and Nebraska R.R. valley at the foot of Martin's Hill	1888	No burned 1889, razed 1896	-
SMOKY HILL RIVER - McPHERSON COUNTY						
LG-03	Smoky Valley Roller Mill, water (West, 1961:n.p.; Bruce, 1974:9)	Theodore Teichgraber	Lindsborg	1893	Yes	Original mill built 1872 - C.J. Johnson Rebuilt and converted to roller mill 1889

<u>FSA No.</u>	<u>Mill/Type</u>	<u>Builder/Owner</u>	<u>Location</u>	<u>Date</u>	<u>Extant</u>	<u>Comments</u>
SMOKY HILL RIVER - DICKINSON COUNTY (Michaelis 1975:166-82)						
-	Hoffman Mill-flour, water powered (Micaelis, 1975: 166-182)	Christian Hoffman	Louden Falls Enterprise	1868-9	-	Hoffmans were involved in flour mill, woolen mill, sawmill, retail lumber and land company
-	Enterprise Woolen Mills (Abilene <u>Reflector</u> Dickinson County Clippings:95)	T.C. Henry C. Hoffman et al.	Enterprise	-	-	Mill originally at Ft. Madison, Iowa, moved to Enterprise
-	Hoffman Mill-flour, water powered (Fitz. 1910:57-8; Sterling, 19 :54)	C. Hoffman	Enterprise	1881	-	Early multi-level roller mill, forced all other Kansas mills to install rollers. Exported flour to Belgium 1882.

<u>FSA No.</u>	<u>Mill/Type</u>	<u>Builder/Owner</u>	<u>Location</u>	<u>Date</u>	<u>Extant</u>	<u>Comments</u>
SMOKY HILL RIVER - SALINE COUNTY						
-	Underwood Mill (Sterling, 19 :53)	-	Salina	-	-	May have been first mill in Salina; predecessor of Western Star Mill Company
GEARY COUNTY						
-	Milford Mill	New England Emigrant Aid Company	Milford	1858	-	
-	Streeter Mill	New England Emigrant Aid Company	3 miles north of Milford at junction of Spring Ck. and Madison Ck.	-	-	
-	Star Mills (West, 1961:n.p.; Geary County Clippings: 249)	C. Fogarty	On Sandy River, 3/4 mile from Junction City	1874	-	4 story frame building. Began supplying electricity to Junction City 1886
-	Smoky Hill Mills, saw mill later a grist mill	-	Near Junction City	1865	-	

<u>FSA No.</u>	<u>Mill/Type</u>	<u>Builder/Owner</u>	<u>Location</u>	<u>Date</u>	<u>Extant</u>	<u>Comments</u>
SMOKY HILL RIVER - GEARY COUNTY (cont'd)						
-	Atlas Mills-flour steam power (West, 1961:n.p.)	R. M and Charles H. Miller	Near Junction City	1881	-	3 story building
-	Aurora Mills (Geary County Clippings 3:255)	-	Junction City on Katy Tracks	1893	-	-
-	Hogan Milling Co. (J. City News, 1975)	-	E. Eighth St.	-	-	5 story stone building; housed J. City Agri Service in 1975. Out of project r.o.w.
BIG BLUE RIVER - RILEY COUNTY						
RR-R	Rocky Ford-water power (West, 1/18/61: n.p.)	-	North of Manhattan	1866	Yes	Stone and cement
DELAWARE RIVER - JEFFERSON COUNTY						
-	Ozawkre Mill (Whittemore, 1859:187)	Lewis Puderbaugh	Delaware River at Delaware Indian Trail	1859	-	Ground grain for Delaware Indians

<u>FSA No.</u>	<u>Mill/Type</u>	<u>Builder/Owner</u>	<u>Location</u>	<u>Date</u>	<u>Extant</u>	<u>Comments</u>
SOLOMON RIVER - OTTAWA COUNTY						
-	Elham Mill (Salina Journal 4/8/51)	Israel Markley	Minneapolis	1865	No (1951)	-
MITCHELL COUNTY						
-	Mill, water powered (West, 4/15/61:n.p.)	-	Simpson	-	-	One of oldest in county
-	Sawmill, water powered (Solomon Valley Post, 4/75; 5/13/75; Dooley, 1975:n.p.)	Timothy F. Hersey	Beloit (Foot of Mill Street)	1870-	No	Hersey built a dam at the mill site, lived in a dugout west of Mill along river
-	B.W. Tanguany Mill (West, 4/15/61:n.p.)	Williams & Finnegan	Beloit	1874	-	4 run of buhrs
-	Jamison Bros. Mill (West, 4/15/61:n.p.)	-	6 miles east of Beloit	ca. 1883	-	2 run of buhrs
-	Kaul & Nash Mill, water powered (West, 4/15/61:n.p.)	Kaul & Nash Neve & Spencer	-	1871	-	3 run of buhrs
-	Valley Mills (West, 4/15/61:n.p.)	Edward French	3 miles west of Solomon Rapids	-	-	-

<u>FSA No.</u>	<u>Mill/Type</u>	<u>Builder/Owner</u>	<u>Location</u>	<u>Date</u>	<u>Extant</u>	<u>Comments</u>
SALINE RIVER - LINCOLN COUNTY						
-	Lincoln Roller Mills (West, 2/4/61:n.p.)	Elias Rees	Lincoln- On Saline	1872	-	-
-	Shady Bend Mill - Abraham Flouring Mill (West, 2/4/61:n.p.; Lincoln Sentinel Republican 6/13/63)	-	Shady Bend- On Saline R.	1874	No 1963 fire	Water powered
-	Mill	Merriman & Westerman	Sylvan Grove	1875	No 1886 flood	-

APPENDIX D

PLATES

PLATE 1



A: Post Rock Fence Posts Near Project Area,
Sylvan Grove Vicinity,
Lincoln County

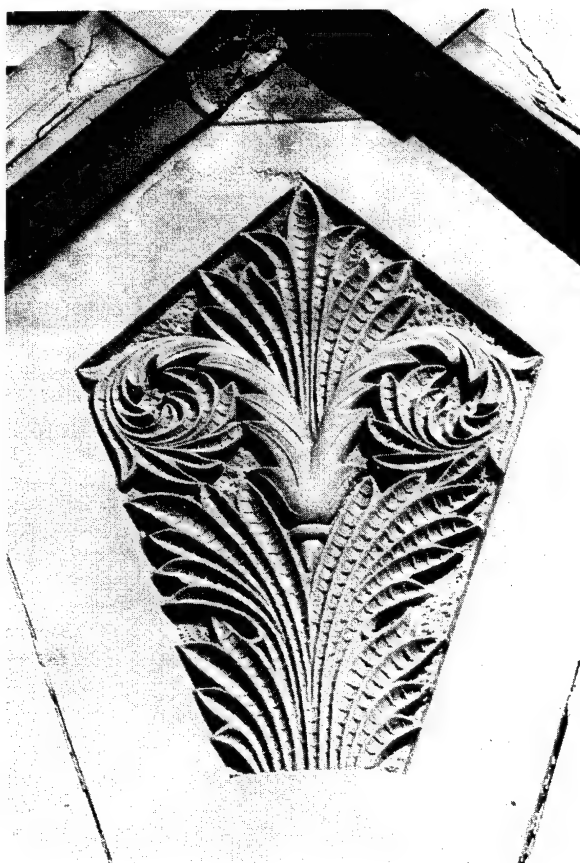


B: Stone Farm House Near Project Area,
Solomon Rapids Vicinity,
Mitchell County

PLATE 2



A: Stone and Brick Buildings Within Zone of Potential Significance (CH-Z1), Chapman, Dickinson County



B: Stone Detail, Beloit 5 & 10, Within Zone of Potential Significance (BT-Z1), Beloit Mitchell County

PLATE 3



A: Stone House, Within Zone of Potential
Significance (EN-Z1), Enterprise,
Dickinson County



B: Stone Barn Near Project Area,
K-24 at Glen Elder, Mitchell County

PLATE 4



A: Corner Tower Detail House
Within Zone of Potential
Significance (LW-Z1)
Lawrence, Douglas County



B: Truncated-Hip Roof Cottage Within Zone of
Potential Significance (TC-Z1), Tescott,
Ottawa County

APPENDIX E

CORRESPONDENCE AND CONSULTATION

CORRESPONDENCE AND CONSTULTATION

<u>Date of Request</u>	<u>Organization</u>	<u>Date of Reply</u>	<u>Subject</u>
6/16/78	Kansas State Historical Society	6/16/78	National Register properties
6/25/78	Mary Lucido, Corps of Engineers, Kansas City (Personal communication)		Project and report information
9/8/78	Corps of Engineers, Kansas City	10/27/78	Wakarusa River maps
9/8/78	Historic American Building Survey	12/14/78	HABS structures in project area
9/8/78	Richard Longstreth, Kansas State University	No Reply	Vernacular architecture information
9/8/78	Historic Sites Survey Division, National Park Service (Heritage Conservation and Recreation service)	9/14/78	National Historic Landmarks
9/8/78	State Highway Commission of Kansas	9/13/78	Properties under State Highway Commission jurisdiction
9/8/78	Kansas City Landmarks Commission	No Reply	Sites or structures recognized by Commission
9/12/78	Association of American Railroads	9/25/78	Archival resources of railroads
9/12/78	Atchison, Topeka and Santa Fe Railway Co.	No Reply	Known historic sites/ structures
9/12/78	Grantville Community Historical Society	No Reply	Known historic sites/ structures
9/12/78	St. Mary's Historical Society	10/14/78	Known historic sites/ structures

<u>Date of Request</u>	<u>Organization</u>	<u>Date of Reply</u>	<u>Subject</u>
9/12/78	Fort Riley Historical and Archaeological Society	No Reply	Known historic sites/ structures
9/12/78	Fort Larned Historical Society	No Reply	Known historic sites/ structures
9/12/78	Shawnee Mission Indian Historical Society	No Reply	Known historic sites/ structures
9/12/78	Smoky Hill Railway and Historical Society	No Reply	Known historic sites/ structures
9/12/78	Mennonite Immigrant Historical Society	9/16/78	Known historic sites/ structures
9/12/78	Public Information Dept. State Highway Commission of Kansas	No Reply	Historic sites maps
9/12/78	Lincoln County Historical Society	No Reply	Known historic sites/ structures
9/12/78	Ellsworth County Historical Society	9/26/78	Known historic sites/ structures
9/12/78	Ottawa County Historical Society	No Reply	Known historic sites/ structures
9/12/78	Douglas County Historical Society	No Reply	Known historic sites/ structures
9/12/78	Cloud County Historical Society	No Reply	Known historic sites/ structures
9/12/78	Dickinson County Historical Society	No Reply	Known historic sites/ structures
9/12/78	Geary County Historical Society	No Reply	Known historic sites/ structures
9/12/78	Leavenworth County Historical Society	No Reply	Known historic sites/ structures
9/12/78	Lecompton Historical Society	9/24/78	Known historic sites/ structures
9/12/78	McPherson Historical Society	No Reply	Known historic sites/ structures

<u>Date of Request</u>	<u>Organization</u>	<u>Date of Reply</u>	<u>Subject</u>
9/12/78	Mitchell County Historical Society	No Reply	Known historic sites/ structures
9/12/78	Riley County Historical Society	No Reply	Known historic sites/ structures
9/12/78	Saline County Historical Society	No Reply	Known historic sites/ structures
9/12/78	Shawnee County Historical Society	No Reply	Known historic sites/ structures
9/12/78	Tri-County Historical Society	No Reply	Known historic sites/ structures
9/12/78	Wabaunsee County Society	10/22/78	Known historic sites/ structures
9/12/78	Wyandotte County Historical Society and Museum	1/8/79	Known historic sites/ structures
9/26/78	Mid-America Regional Council	10/3/78	Historic structures
10/3/78	Historic Kansas City Foundation	11/9/78	Historic site locations
10/5/78	Terry Van Meter, U.S. Cavalry Museum, Ft. Riley (Personal communication)	-	Fort history
-	Kansas State Historical Society	1/26/79	Draft Review comments
-	U.S. Department of the Interior, Heritage Conservation and Recreation Service	2/13/79	Draft Review comments

Kansas State Historical Society

120 West Tenth • Topeka, Kansas 66612 • 913/296-3251

January 26, 1979

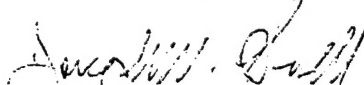
Mr Paul D. Barber, Chief
Engineering Division
Department of the Army
Kansas City District
Corps of Engineers
700 Federal Building
Kansas City, Missouri 64106

Dear Mr. Barber:

We have reviewed the draft of "Preliminary Assessment Historic Sites and Historic Architecture Kansas River and Tributaries--Kansas" which is dated December, 1978.

While it is useful to assemble information on officially identified historic properties located within the project area, it remains true that no comprehensive historic resource survey has yet been conducted in any portion of the project area. Such a comprehensive survey will be necessary in any area affected by the project. Reference to field investigations for only selected portions of the project area under 2d. of the "Scope of Work" dated April 26, 1978 makes us curious about the manner in which the Corps of Engineers expects to comply with its legal responsibilities under PL 91-190 and PL 89-665.

Very truly yours,



Joseph W. Snell
State Historic Preservation Officer

JWS: ss



PHILIP W. SNELL Executive Director
BERT W. RICHMOND Assistant Executive Director
LIA ALLBERT Librarian
RNE D. DECKER State Archivist
FLETD SOHL Museum Director
MAGA WITTY State Archivist
W. TRAYLOR Curator of Manuscripts
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CH. MILLER Executive Director Emeritus
ARL LANGSORE Executive Director Emeritus



IN REPLY REFER TO:

United States Department of the Interior
HERITAGE CONSERVATION AND RECREATION SERVICE
INTERAGENCY ARCHEOLOGICAL SERVICES - DENVER
OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION
1978 SOUTH GARRISON - ROOM 107
DENVER, COLORADO 80227

FEB 17 1978

Mr. Paul D. Barber
Chief, Engineering Division
Kansas City District, Corps of Engineers
700 Federal Building
Kansas City, Missouri 64106

Dear Mr. Barber:

Copies of the following reports have been forwarded to us by the
Washington Office of Interagency Archeological Services:

"Preliminary Assessment, Historic Sites and Historic
Architecture, Kansas River and Tributaries - Kansas, Part I,
Technical Report" by R. G. White, R. Fischer, and C. Orser, Jr.,
1978

"Cultural Resources Survey, Harry S. Truman Dam and Reservoir
Project, Volume VIII, Archeological Test Excavations: 1976"
by A. Novick and C. Cantley, 1977

"Holocene Adaptations Within the Lower Pomme de Terre Valley,
Missouri" by M. Kay, 1978.

Our current heavy workload does not allow us time to review these reports
as you have requested. However, our lack of response does not indicate
approval of the reports.

Sincerely yours,

Jack R Rudy
Chief, Interagency
Archeological Services - Denver

RESPONSE TO DRAFT REPORT REVIEW COMMENTS

Letter from Joseph W. Snell, State Historic Preservation Officer, to Paul D. Barber, Kansas City District, Corps of Engineers, dated January 26, 1979.

The Kansas River Bank Stabilization Study, of which this report is a part, is a general investigations study. As such, the objective of this report is to identify known historic sites and structures within the project area. Identification of known historic cultural resources is normally accomplished through a literature and records search. The result of compiling such information is a data base to use in recommending areas for detailed inventories and investigations. Actual inventories, however, are beyond the scope of this level of investigation, and are to be conducted after project authorization.